

FINAL CORRIDOR PLAN

May 2004

1.0 Executive Summary

The Southeast Twin Falls Regional Corridor Study (the Study) was conducted under the direction of the Idaho Transportation Department (ITD) by a consultant team led by Michael Baker Jr., Inc. The Study was conducted to determine the transportation improvements that best meet local, regional and through-traveler needs of the southeast Twin Falls area between US 93 at Jackpot, Nevada to the State Highway (SH) 50/I-84 junction east of Twin Falls. The Greater Twin Falls Area Transportation Committee initially requested the Study to determine whether a new regional through-route in the southeast Twin Falls area was needed to connect I-84 to US 93 and with corridor communities and commercial areas in the southeast and south Twin Falls area.

The study area is shown in **Figure 1-1** and includes US 93, US 30, SH 50, SH 74, and local roadways operated by Twin Falls and the Twin Falls Highway District within the project area. (*Note: Appendix A contains all figures for this report.*) The planning process, steps and schedule for completion of the Study followed the established ITD corridor planning guidelines applied specifically as shown in **Section 2.4**.

Under the direction of the ITD, a Study Task Force (STF), which included representatives from local governments, affected agencies and key stakeholders in the region provided guidance for completion of the Study. A Technical Advisory Committee (TAC) was also formed with representation from affected agencies and organizations to provide technical input and review of alternatives, along with draft and final study recommendations. The completion of the Study also included a thorough public involvement program to ensure appropriate opportunities for input by corridor residents at the outset of the process and at critical decision points during the process. Opportunities included stakeholder interviews, public workshops, presentations to local organizations, a brochure, newsletters, media releases, newspaper advertisements, flyers, and a study web site.

The following set of corridor goals was developed based on the issues and concerns identified through this process:

- Provide a clear, safe and efficient route(s) for regional and through traffic around Twin Falls, Kimberly, and Hansen that connects US 93, US 30, SH 74, SH 50, and I-84;
- Provide safe and effective connections of this route(s) for mixed use traffic to and between Twin Falls, Kimberly, Hansen, Hollister, Rogerson, and Jackpot and that links east/west traffic on local roads;
- Provide for efficient connections to industrial / commercial areas in south, southeast, and west Twin Falls;
- Correct dangerous intersections on state routes within the corridor; and

- Achieve improvements in a manner that minimizes impact to social, economic and natural environment, specifically
 - Farmlands and supporting farming operations,
 - Residential development and pedestrian safety, and
 - Key natural and cultural resources.

From these corridor goals, a statement of purpose and need was developed to guide the future NEPA process for design and development of recommended study projects. The purpose of the Study is to provide a clearly marked, easy to follow, safe and efficient regional transportation route(s) for mixed use regional and through traffic to and around Twin Falls, Kimberly and Hansen that connects US 93, US 30, SH 74, SH 50 and I-84. The corridor needs include:

- Accommodating community connections;
- Providing efficient industrial and commercial access;
- Correcting sub-standard intersections and alignments;
- Enhancing non-motorized safety for pedestrians, bicyclists and residents;
- Linking east / west traffic;
- Implementing appropriate access control; and
- Minimizing negative environmental impact.

Possible alternatives that might satisfy the purpose and need were identified and then screened using the “Choosing by Advantages” (CBA) method. The essence of CBA is based on determining the advantages of each alternative and evaluating the importance of these advantages to identify the best solutions. Initially, in CBA Screening Level I, an abbreviated form was used to identify the feasible projects and truck routes from among the full range of possible alternatives. In CBA Screening Level II, a detailed form was used to better understand, identify, and develop credibility for the final study recommendations that include a prioritized list of projects and a most feasible truck route. The specific results of the CBA Screening Process are discussed in **Sections 8 through 10**.

The prioritized list of projects and an illustration of the most feasible truck route is included in **Section 10**. The most feasible truck route uses Eastland Drive as its north/south connection between SH 74 and Kimberly Road/US 30. The recommendation of the screening committee also included the identification of an “Interim Truck Route,” which uses Blue Lakes Boulevard. This recommendation was made because of the high cost and likely long-term schedule for completion of the most feasible truck route.

Policy recommendations include developing and implementing access control plans, preserving setbacks, developing and implementing guidelines for traffic impact studies and fiscal analysis to determine the impacts to city services, incorporating recommendations into local plans, and

incorporating bike and pedestrian facilities into new transportation system projects. ***Any policy changes will need to be approved by the appropriate committees or boards before they are adopted. These policy changes will not be completed as part of this Corridor Study.*** The implementation plan was developed with the STF and TAC by identifying the following:

- Lead entity (i.e., ITD, Highway District, the City);
- Estimated time (number of years) until each project should be reviewed;
- Potential action (if initiated and funding is available); and
- Planning level cost estimates.

The initial action planned for implementing the Most Feasible Truck Route is to initiate the NEPA process and develop the environmental document for the entire route (from the junction of US-93 to the junction with US-30). Once this document is approved, individual projects can be constructed as funding permits. Implementing the Most Feasible Truck Route focuses first on the elements that currently inhibit trucks from choosing this route (i.e., the Rock Creek Crossing and the intersection of 3600 North/Orchard Drive). Lead agencies have been identified, as well as right-of-way and total cost to implement each priority. The STF and TAC have agreed that funding should be devoted to implementing the Most Feasible Truck Route, rather than investing funds into making improvements for the Interim Truck Route. The implementation steps outline several action items that will need to be conducted to implement the prioritized list of roadway and intersection projects, as well as the Interim and Most Feasible Truck Routes. The recommended timing of these action items and resources that will be needed, as well as responsible parties, are identified to assist in coordinating these actions.

2.0 Introduction

2.1 Study Background and Purpose

The corridor communities and residents are connected to and dependent upon the availability and safe function of US 93, SH 50, US 30, SH 74, and I-84, along with a myriad of local city streets and county roads. However, for many years, local residents have expressed concern regarding the need for improved facilities and connections, both in Twin Falls and the surrounding region. Expanding communities, growing rural residential development, new commercial and industrial development and increased regional travel have all combined to create increased demand on existing facilities. These public issues have caused an increased focus and ongoing discussion by individuals, local governments and both local and regional transportation committees. Specifically, the Greater Twin Falls Area Transportation Committee (GTFATC) has discussed these and other related issues for many years.

The GTFATC initially requested the Study to determine whether a new regional through-route in the southeast Twin Falls area was needed to connect I-84 to US 93 and with corridor communities and commercial areas in the southeast and south Twin Falls area. Their efforts and

requests to Twin Falls, the Highway District, and ITD for improvements to these facilities played an important role in the eventual funding and implementation of this Study. ITD has conducted the Study to determine the transportation improvements that best meet local, regional, and through-traveler needs of the southeast Twin Falls area between US 93 at Jackpot, Nevada and the SH 50/I-84 junction east of Twin Falls. The primary purpose of the Study is to identify and recommend projects that satisfy regional transportation needs for the southeast Twin Falls area, considering both area residents and travelers to and through the region.

2.2 Study Area and Boundaries

The study area is shown in **Figure 1-1** and encompasses much of Twin Falls, as well as sections of Twin Falls County to the east, west, and south of Twin Falls. The limits of this Study are between Jackpot, Nevada, and the SH 50/I-84 junction, east of Twin Falls, Idaho as depicted in **Figure 1-1**. The study area includes the towns of Hansen, Kimberly, Hollister, and Rogerson. The southern limit of the study area is the Idaho-Nevada border. The western boundary includes and runs parallel to US 93, from the Idaho-Nevada border north through the towns of Rogerson and Hollister, and extends to just north of the US 93/US 30 intersection west of Twin Falls. The northern boundary of the study area runs east/west and parallel to US 30, just south of Filer Avenue in Twin Falls, from the US 93/US 30 intersection to North Madrona Street. The northern boundary then heads north along Madrona to just south of Candleridge Drive and continues east to East 4000, the eastern boundary.

2.3 Study Administration and Management

The Study is sponsored by the Idaho Transportation Department (ITD) who has contracted with Michael Baker, Jr. Inc. (Baker) to complete the Study. Key members of the project team include:

Bob Humphrey	ITD Project Manager
Lorraine Richards	Consultant Project Manager
Mike Pepper	Public Involvement and Land Use (KMP Planning)
Matt Scanlon	Traffic Analysis and Alternative Screening
Brad Lane	Transportation Planning Lead
Mark Bunnell	Traffic Modeling and Analysis
Tiffany Carlson	Environmental
Justin Cox	Socioeconomics
Kevin Farley	Roadway Design
Jodi Pearson	Roadway Design
Rich Harris	Choosing by Advantage
Rosemary Curtin	Communications Support (Rosemary Curtin, Inc.)
Lee Bennett	Cultural Resource Lead (Bennett Management Services)

2.4 Study Planning Process

The planning process started in October 2002 with the establishment of the corridor work plan. Baker then proceeded with research for the existing conditions report, environmental scan, public involvement plan, origin and destination survey, and stakeholder interviews. The development of the corridor plan has followed the planning steps outlined in the ITD Idaho Corridor Planning Guidebook (ITD, 1998); and the Idaho Corridor Planning and National Environmental Policy Act Intergration Guide (ITD, 2002). The corridor planning process is designed to integrate the technical transportation facility requirements with the needs of corridor users and the environment. Through this process, ITD and stakeholders are provided with corridor specific goals, needs, and recommended project(s) to meet the needs of the corridor through the next 20 years. Project alternatives derived from the Study are not developed to the extent that they preclude further avoidance considerations of resources as required in the NEPA process. However, the corridor planning process and resulting recommendations can provide a foundation on which project-specific NEPA analyses builds. The specific planning steps and general schedule of the Study process are shown in **Table 2-1**.

Table 2-1: Planning Steps and Schedule

Planning Steps	Date
Step #1 Stakeholder Interviews	September to November 2002
Public Workshop #1 <i>Project Kick Off—Identify Issues</i>	November 13, 2002
Step #2 Research Existing Conditions/O/D Survey	November 2002 to February 2003
Step #3 Document Existing / Projected Environment/Land Use	November 2002 to February 2003
Step #4 Analyze Future Travel Demand and Performance	December 2002 and January 2003
Step #5 Develop Corridor Purpose and Need Statement	February to April 2003
Public Workshop #2 <i>Corridor Goals and Alternatives</i>	April 23, 2003
Step #6 Generate Alternatives	March to June 2003
Public Workshop #3 <i>Confirm Draft Feasible Alternatives</i>	August 20, 2003
Step #7 Evaluate to Identify Draft Most Feasible Alternatives	July to September 2003
Step #8 Analyze to Determine Recommended Alternatives	September to November 2003
Public Workshop #4 <i>Confirm Most Feasible Alternatives</i>	December 17, 2003
Step #9 Prepare Draft Corridor Plan	January and February 2004
Public Workshop #5 <i>Present Draft Corridor Plan</i>	April 5, 2004
Step #10 Prepare Final Corridor Plan	April and May 2004

2.5 Study Oversight and Guidance

The STF has provided oversight of the Study. The purpose of the STF is to provide an organized structure for participation by the primary stakeholders in the guidance of the planning process. In general, the STF includes local community and county elected officials, representatives of key private businesses, local corridor landowners and other significant stakeholder interests within the study area. Specifically, the STF includes the following members and organization representatives:

- Twin Falls City Council;
- Mayor of Hansen;
- Mayor of Kimberly;
- Mayor of Hollister;
- Town representative from Jackpot;
- Town representative from Rogerson;
- Twin Falls County Commissioner;
- Twin Falls County Planning and Zoning Commission;
- Twin Falls Planning and Zoning Commission;
- Greater Twin Falls Area Transportation Committee;
- Local/regional trucking firm; and
- Three local corridor residents.

The specific role of the STF is to provide local representation in the planning process to help ensure the final plan recommendations meet the needs of the ITD, local entities, and corridor residents. Responsibilities of the STF include attendance at committee meetings, beginning with the orientation meeting in October 2002 and concluding with the presentation of the final plan. The STF has been invited to eleven meetings as part of the planning process for the development of the Corridor Plan.

In addition to the STF, a TAC was formed with the assistance of the STF and includes representation from each of the interested agencies and stakeholder groups in the planning area. In general, the purpose of the TAC is to provide and review specific technical information relevant to the Study, and review and comment on draft materials developed as part of the process. The TAC has been invited to attend eight meetings as part of the planning process for the development of the Corridor Plan. Representation on the TAC includes the following:

- Twin Falls Highway District;
- Twin Falls Canal Company;
- Idaho Department of Fish and Game;
- Idaho Department of Environmental Quality;

- Twin Falls County Sheriff's Department;
- Twin Falls Police Department;
- Twin Falls County Planning / Zoning Administrator;
- Twin Falls Planning / Zoning Administrator;
- Twin Falls Engineer;
- Eastern Idaho Railroad;
- Idaho State Police;
- Magic Valley Regional Airport;
- Amalgamated Sugar Company;
- Independent Meat Company;
- Natural Resource Conservation Service; and
- Federal Highway Administration.

2.6 Public Involvement

The Study process has included a thorough public involvement process in order to develop a final plan that most accurately reflects the public needs and has their support for implementation. The overriding goal of the public involvement process has been to develop a partnership with the public and key stakeholders that will foster consensus for implementing the final recommendations of the Study. The Public Involvement Plan and the results of the STF, TAC, and Public Workshops are included in **Appendix B**. The overall project mailing list, and membership lists for the STF and TAC are included within the Public Involvement Plan.

Public Workshops

The core opportunity for general public participation in the planning process includes five open public workshops. Each of the workshops has been planned and scheduled to accomplish specific objectives during the process. The timing and purpose for the five public workshops is as follows:

November 2002	Project Kick-off and Identify Issues
April 2003	Identify Goals and Possible Alternatives
August 2003	Discuss Feasible Alternatives
December 2003	Discuss Most Feasible Alternatives
April 2004	Present Draft Plan Recommendations

Stakeholder Interviews

In addition to the opportunities for the general public, the public involvement process included a series of 20 individual stakeholder interviews, which were conducted before the first public

workshop. These interviews afforded a targeted opportunity to engage key stakeholders, invite their participation in the process as either STF or TAC members, and learn about each stakeholder's initial concerns regarding transportation in the corridor.

Public Information Tools

A variety of tools and methods have also been used to support and enhance the public involvement process, provide information, and gather comments during the process. They included an introductory brochure to provide an overview of the planning process and contact information; study newsletters to provide ongoing information regarding study goals, purpose and need, alternatives and final recommendations; comment forms for gathering written comments at key decision points; media releases and flyers to notify and invite participation to public events; presentations to key organizations and groups interested in the Study and a study web site to provide electronic information about the Study's steps, schedule, status, alternatives, and recommendations. The Corridor Plan was also posted to the study web site. Study materials, notification of meetings and workshops, and other project communications were distributed using a mailing list consisting of stakeholders, agencies, organizations, and corridor residents expressing interest in the Study. The overall project mailing list, newsletters, and other meeting notices are included in **Appendix B**.

2.7 Alternative Screening Process

An important part of the Study and directly related to the activities of the STF is the method by which alternatives have been evaluated and screened to identify the most feasible alternatives. The "Choosing by Advantages" (CBA) Screening Process has been used for this Study. The primary purpose of CBA is to logically and justifiably determine the most feasible alternatives and final recommendations that encompass the greatest importance of advantages.

The outcome of the CBA Screening Process is explained in further detail in **Sections 8** through **10**. To execute the CBA Screening Process, a screening committee was identified from among the STF members. The membership of the screening committee includes representation from the corridor's communities and the most primary stakeholders. The screening committee was trained on the operation of the CBA Screening Process and participated in three workshops to complete the required two levels of CBA Screening.

CBA Screening Level I

CBA Screening Level I is the first level screening that was used to identify feasible alternatives from the full range of possible alternatives. At this level, possible projects and routes were compared to the established corridor goals. Those meeting the goals were advanced to CBA Screening Level II. Those not meeting the goals were dropped from further consideration. Some projects advanced even when all goals were not met because some of the goals were not applicable to an individual project type.

CBA Screening Level II

CBA Screening Level II is the second level of screening that was conducted to identify a prioritized list of improvement projects for intersections and roadway segments, as well as a most feasible truck route to meet the needs of travelers to and through the region.

3.0 Existing Transportation System Conditions

As detailed in the Existing Conditions Report, a variety of data was collected and analyzed to identify the existing transportation system conditions. This section summarizes the following existing transportation system conditions relevant to the Study:

- Corridor role and function;
- Current corridor transportation facilities;
- Current traffic volumes;
- Crash data; and
- Origin and destination survey results.

These system conditions are used in combination with the projected future travel demand, which is summarized in **Section 6**, to define the purpose and need statement for the Study (see **Section 7.3**). The purpose and need also considers corridor issues, concerns, and goals that are outlined in **Section 7**, and forms the basis for identifying projects that might address the identified needs.

3.1 Corridor Role and Function

The consultant team defined the corridor role and function based on input from the STF and the public to help focus the Study's attention on the important regional issues. The corridor role and function are listed below.

Corridor Function

The corridor currently includes a network of State and local roadways that function with the following priority provisions:

- Connections to the corridor's communities;
- Routes through the southeast Twin Falls region that connect to other primary corridor routes within and beyond the corridor;
- NAFTA route and connections (US 93);
- Farm to market, including connections to rail lines in the corridor;

Corridor Role

The corridor serves as a component of an overall regional transportation system. The corridor provides route(s) through the southeast portion of the Twin Falls region and connections to the corridor's communities of Jackpot, Rogerson, Hollister, Kimberly, Hansen, and Twin Falls.

- Access to commercial and industrial facilities in south Twin Falls and other communities;
- Access to and from local and regional recreation sites, public lands, facilities and natural attractions;
- Tourist route to the region's attractions and through the region to outside area attractions;
- Mixed personal, commercial, trucking and agricultural uses;
- Support local and regional economic development and employment, including commuter needs; and
- Gateway entrances to Jackpot, Nevada, Twin Falls, Kimberly, and Hansen.

3.2 Current Corridor Transportation Facilities

The consultant team inventoried the physical characteristics of the State and regional routes within the study area, which are summarized in **Figures 3-1** through **3-7**. The following data was collected through field visits and information provided by ITD.

- Number of lanes;
- Shoulder width;
- Vertical alignments;
- Horizontal alignments;
- Pavement condition;
- Bridge and structures inventory;
- Right-of-way width;
- Utility locations; and
- Traffic control.

3.3 Current Traffic Volumes

The consultant team evaluated the three components of traffic volume that have the greatest impact on regional travel characteristics: average daily traffic (ADT) volumes, truck percentages, and seasonal traffic volume variations.

Based on ADT volumes ITD provided for State roads in the study area, traffic volumes are highest near Twin Falls with US 93 north of Addison Avenue in Twin Falls having the highest volume. Traffic volumes on US 93 from Jackpot, Nevada north to US 30 are lower. Traffic

volumes on US 30 increase steadily as traffic approaches Twin Falls from the east or west. Traffic Volumes for several different regional travel locations are shown in **Table 3-1** and additional regional traffic volumes are shown in **Figure 3-8**.

Table 3-1: Average Daily Traffic Volumes

Location	Year 2001 ADT
US 93 just south of SH 74	5,000
US 30 just west of US 93	7,700
US 30 just east of Eastland Dr	14,000
Blue Lakes Blvd just north of Addison Ave	31,000

Both US 93 and US 30 are important trucking routes and have a high percentage of truck traffic. The percentage of trucks increases the most during late summer and fall, which is harvest season. A high percentage of trucks can affect the serviceability of a roadway. Trucks are generally slower, require more time and space to turn, and their size reduces visibility and makes it harder for other motorists to pass them. Many trucks are currently using local roads due to congestion on State highways such as US 93 on Blue Lakes Boulevard. Local roads are typically not designed to handle the additional weight of the trucks and the pavement wears out faster than anticipated.

The traffic volumes within the study area vary with the tourist seasons and the harvest. This variation leads to a noticeable difference in congestion. The results of the seasonal traffic volume variations evaluated as part of the Snake River Crossing Study were consulted as part of this Study. The peak traffic volumes on most routes occur in July while December and January have the lowest average traffic volumes. The major harvest crops in the Twin Falls area are sugar beets and potatoes. Sugar beets are harvested primarily in the fall and potatoes are harvested in late summer and fall. Tourism and recreation occur year-round, but are heightened during late spring, summer, and early fall.

3.4 Crash Data

ITD provided the available crash data that has been used to identify locations with high accident frequencies, high accident severity, and repeating accident patterns. Locations with high accident frequency can affect travel patterns, as drivers will avoid these locations if possible. There is also a high financial and emotional cost to motorists at locations with safety deficiencies. The consultant team used the crash data to help develop the list of overall alternatives (see **Section 8**) and analyze the feasible alternatives (see **Section 9**).

3.5 Origin and Destination Survey Results

The consultant team conducted an origin and destination (O/D) survey that consisted of stopping traffic and asking motorists questions about their trip at three strategic locations on regional routes coming into the study area. The O/D survey was conducted to provide regional travel patterns to be used in the development of a regional travel demand model (TDM). The TDM was used to forecast the 20-year travel demand for the region, as explained in **Section 6**.

The following questions were answered as part of the O/D survey to help determine regional travel patterns:

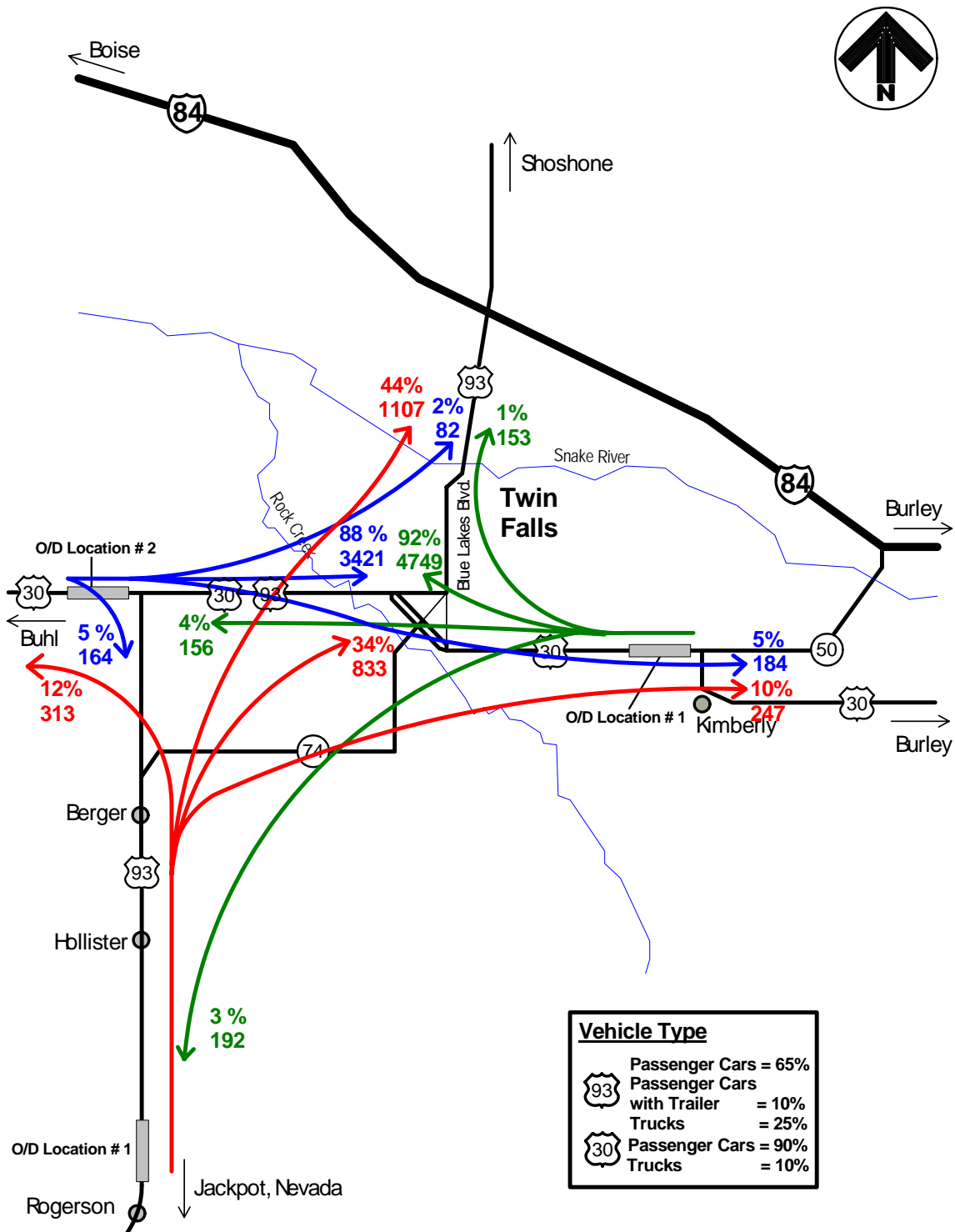
- What types of vehicles are on the road?
- Where are the drivers coming from and where are they going?
- What is the purpose of the trip and how often is it made?

The answers to these questions identified the following information that was used in developing the TDM:

- US 93 south of Twin Falls – 65% of traffic travels through Twin Falls; the vehicles were 25% trucks and 10% passenger cars with trailers.
- US 30 east and west of Twin Falls – 90% of traffic travels to Twin Falls.
- Most trips are weekday daily trips to work.

The results of the O/D survey are shown in **Illustration 1**. Additional information about the O/D survey is contained in **Appendix C**.

Illustration 1: Results of O/D Survey



3.6 Related Transportation Plans and Projects

The consultant team reviewed the following related transportation plans and projects from the surrounding area to ensure optimum compatibility with the final recommendations of the Study.

Snake River Crossing Study: Conducted in 1998 to determine the feasibility, need, and general location alternatives for a new crossing of the Snake River and Canyon between the Clear Lakes Bridge and the Hansen Bridge.

Buhl to Wendell Corridor Study: Conducted in 2000 to determine the feasible routes for extending SH 46 from Wendell, across the Snake River to Buhl.

Twin Falls City Master Street Plan: Completed in 1993 as part of the City's Comprehensive Plan to identify the street and transportation facility needs for Twin Falls to the year 2012 (see **Figure 3-9**).

Kimberly Master Street Plan: Completed in 2001 as part of the Kimberly Comprehensive Plan to identify the street and transportation facility needs for the Kimberly over the next 20 years (see **Figure 3-10**).

Hansen Transportation Goals: Completed in 1996 as part of the Hansen Comprehensive Plan to identify the city's transportation existing conditions and goals designed to meet the city's transportation needs over the next 5-10 years.

Twin Falls Highway District Plans / Projects: Planned for completion in 2004 to provide a specific transportation plan for the Twin Falls Highway District. The results of the Southeast Twin Falls Corridor Study will be integrated into the development of the Highway District transportation plan as appropriate.

Twin Falls Downtown "Center and Edge Plan": Completed in 1994, this plan focuses primarily on internal redevelopment of the Historic Downtown and Old Town areas, emphasizes the integration of Rock Creek Canyon and rebuilding the Historic Downtown and Old Town connection and importance to the overall community.

Twin Falls "Historic Old Town Redevelopment Plan": Completed in 2001, this plan outlines the recommended strategies, actions, and responsibilities to redevelop the Twin Falls Downtown and Old Town areas. Recommendations include improvements and modifications to the transportation facilities and function of roadway systems to meet the needs of downtown and old town property owners, business operators and users.

US 93 Twin Falls Alternate Route Projects: These projects include improvements planned for two phases in 2004 through 2007 along 2400 East and Pole Line Road to provide an alternate route northwest of Twin Falls to address the congestion and related safety hazards along US 93, which currently uses Blue Lakes Boulevard and Addison Avenue through Twin Falls.

4.0 Land Use and Community Characteristics

The consultant team conducted a review of each of the related existing land use and comprehensive plans applicable to the study area. **Sections 4.1** through **4.7** provide relevant information available from these plans and the results of stakeholder interviews. The community characteristics are identified in **Sections 4.8** through **4.13**. This section provides an overview of the most relevant issues, conditions, and needs related to the corridor planning process identified through the review of these plans and interviews. Issues addressed in this section that could impact or benefit from the results of this Study include:

- Existing and future land uses;
- Projected developments;
- General community activities and the relationship of connecting roadway and transportation system facilities;
- Individual community goals related to transportation systems; and
- A general overview of related planning efforts.

4.1 Twin Falls County

The study area portion of Twin Falls County is mostly agricultural and cultivated lands, along with open sagebrush undeveloped lands adjacent to and part of the nearby BLM land. Although Twin Falls, Kimberly, Hansen, Hollister, Rogerson, and Jackpot, Nevada, vary in size, development, and function, they are interrelated to each other due to commerce, socialization, recreation, and regional activities. To support these relationships, each community is dependent upon the corridor's local, regional, and through-the-region roadways to provide safe access and connectivity.

Figure 4-1 shows existing basic types of land uses for Twin Falls County, such as areas of city impact, dairies, rural commercial, and subdivisions outside of areas of impact, as well as private, State, and BLM and USFS lands. **Figure 4-2** and **Table 4-1** show land ownership for Twin Falls County, and the almost equal public / private ownership demonstrates the need for protection of both private property rights and public resources in the Study process. The substantial amount of agriculture-related lands, rural areas, and extensive trucking use in the Study area also implies

that roadways should include accommodations for agriculture-related equipment, tractors, farm to market deliveries, and trucking operations, with the mixed use of passenger vehicles to rural residential areas.

Table 4-1: Twin Falls County Land Ownership

Land Ownership	# of Acres	% of Total
Federal Lands	Federal Total 640,399	52%
BLM	543,946	
US Forest Service	92,655	
Other	3,798	
State Lands	State Total 30,309	2.5%
Endowment Lands	29,453	
Fish and Game	243	
Idaho Parks and Rec.	493	
University of Idaho	120	
Local Public Lands	Local Total 3,232	0.3%
County Land	1,850	
Municipal Land	1,382	
Private Lands	558,124	45.2%
Total County Lands	1,232,064	100%

The current Twin Falls County zoning map, shown in **Figure 4-3**, includes areas of city impact and zoning areas specific to agricultural-range preservation, agricultural, rural residential, commercial, industrial, and outdoor recreation. These zones provide an overall guide in planning for future growth and development and help the County determine the appropriateness of development requests. Of particular importance for the study area is the agricultural and agricultural-preservation land, which together encompass the majority of the study area and deserve strong consideration in the Study process. The zoning map provides a snapshot of the general types of activities requiring transportation services.

Twin Falls County includes many local, regional, and nationally noteworthy recreational sites and attractions, as shown in **Figure 4-4**. These are important to the Study because the sites and attractions are traffic generators and many of these sites are also afforded protection under Section 4(f) of the U.S. Department of Transportation Act (codified in 49 USC 303 and 23 USC 138 and implemented by the Federal Highway Administration per 23 CFR 771.135).

Future development in Twin Falls County within or adjacent to the study area during the Study's 20 year planning timeframe will have an effect on transportation needs and must be considered in study recommendations. The following planning issues relevant to the Study were drawn from discussions with the Twin Falls County Planning and Zoning Director and review of the Twin Falls County Comprehensive Plan's Generalized Future Land Use Map (**Figure 4-5**):

Population Growth – According to the County Comprehensive Plan, Twin Falls County grew 20% between 1990 and 2000. Future growth is estimated at approximately 1.7% per year.

Residential Development – New subdivision-type rural residential development is occurring and anticipated to continue primarily between Twin Falls, Kimberly, and south of Kimberly. These developments will likely impact US 30, SH 50, Kimberly Road, and local roads operated by Twin Falls, Kimberly, and the Twin Falls Highway District. Individual rural residential lot development is also occurring and expected to continue in random locations throughout the County at an increased density from the existing approximate 4,000 homes until final build out is achieved at approximately 10,000 homes.

Commercial Development – Commercial development is continuing on the south and east sides of Twin Falls, especially along Eastland Drive, Hankins Road, and Kimberly Road which is discussed further in **Section 4.2**.

City Impacts – More concentrated growth is likely to continue, primarily within Twin Falls. This will cause increased use of roads for access and egress to Twin Falls, surrounding sites and facilities, and travel to, from, and through the region.

4.2 Twin Falls

Twin Falls is the county seat and has 34,469 residents according to the 2000 U.S. Census. Twin Falls is the largest community in the county and the corridor. Twin Falls includes 6,726 acres, according to the last adopted Comprehensive Plan in 1994. The terrain is primarily flat, with the exception of the Snake River Canyon on the north side and the Rock Creek Canyon on the west side. Twin Falls is the regional economic and commercial center for south central Idaho, offering the primary retail, commercial, and major employment opportunities for many surrounding communities. The City includes a variety of local and regional features, which generate daily and seasonal traffic. As a result, the City generates a substantial amount of daily commuter traffic, in addition to other regular daily and seasonal transportation trips. Access to the City is available from all four directions, but through a limited number of roadways, due primarily to the few crossings over the Snake River and Rock Creek. The substantial volume of

daily travelers, combined with the limited number of access and egress routes illustrates the importance of effective transportation planning which includes preservation and development of efficient and functional transportation systems.

Twin Falls is divided into five general land use/ownership categories as shown in **Table 4-2**. These categories are further separated into land use areas with 12 specific zoning designations shown in **Figure 4-6**. These areas are connected via a hierarchy system of city streets that are described in the Twin Falls Master Street Plan (**Figure 3-9**). Land use designations identify likely types of activities that would imply specific needs for transportation facilities to support occasionally conflicting activities. Mixed activities such as commercial trucking for deliveries to industrial and commercial facilities, passenger vehicles for use to and from residences, and some pedestrian activities, primarily in residential areas, also need accommodation in the planning process. The study area includes Twin Falls' primary industrial and commercial area between Kimberly Road and Orchard Drive (3700 North). This area includes traffic generators such as Amalgamated Sugar Company, Independent Meat Company, and a variety of businesses in the industrial park on either side of Eastland Drive.

Table 4-2: Twin Falls Land Ownership

Land Uses	City (Acres)	% Of Total
Residential	3,363	50 %
Commercial	809	12 %
Industrial	774	12 %
Parks and Public	1,242	18 %
Vacant	538	8 %
Total	6,726	100 %

Source: Twin Falls Comprehensive Plan, 1994

Anticipated Twin Falls residential development within the corridor appears to be most likely in the South Park / Rock Creek Neighborhood area. Additional rural residences will likely develop at random locations in the Twin Falls area of impact east of US 93 and south of Kimberly Road, along Orchard Drive, Park Avenue, and 3600 North. Future commercial development within the corridor in Twin Falls is likely to continue along Kimberly Road. Additional light industrial development is anticipated in the existing industrial park area along Eastland Drive between Kimberly Road and Orchard Drive due to available space and ready connections to water, sewer, and other needed utilities. Potential transportation system improvements should plan to address the increased activities associated with vehicles, bicyclists, and pedestrians in these areas.

Finally, the corridor is adjacent to the City's Historic Downtown and Old Town areas. Business owners and operators, along with the management of the Historic Downtown Association are particularly concerned that transportation systems need to provide safe, clear, and efficient access to and from this important business and retail area, but with reduced use by large through-the-region trucks. Access and design concerns for this area are related to all modes of transportation, as many of the downtown activities such as retail, business, and school facilities involve vehicles, bicyclists, and pedestrians.

Historic Downtown and Old Town areas are located in the southwest part of the City, adjacent to the corridor (see **Figure 4-7**). Much of the southern, eastern, and western access to the downtown area is provided via US 93, SH 74, SH 50, and US 30, all of which are within the corridor. The Historic Downtown and Old Town areas include the community's primary business and cultural center and provide a variety of specialty shops. The Historic Downtown and Old Town areas have been in the process of redevelopment for several years. During this time, they have created two primary planning documents to guide the redevelopment process. The first was the "Center and Edge Plan" and was completed in 1994. The second plan was completed in 2001 and is entitled "Business Development Guide; Historic Old Town." A summary of recommendations made in these plans that are relevant to transportation planning in the corridor is as follows:

Center and Edge Plan – The Center and Edge Plan primarily focuses on the internal redevelopment of the Historic Downtown and Old Town areas, emphasizes the integration of Rock Creek Canyon, and rebuilding the Historic Downtown and Old Town connection and importance to the overall community. However, some projects and action recommendations that may be relevant to the Study include:

- Create South Main Gateway at Blue Lakes Boulevard;
- Create Victory Bridge Gateway at South Washington Street;
- Improve Railroad Yard Parking Lot (east of Shoshone at Minidoka);
- Improve Minidoka Auto oriented streetscape; and
- Create 4th Avenue South Gateway at Minidoka.

Business Development Guide: Historic Old Town – The Business Development Guide also places emphasis on internal redevelopment of the Historic Downtown and Old Town areas, but expands recommendations to include transportation infrastructure-related projects, including:

- Create and Enhance Gateways at Key Entrances, including:
 - Shoshone and Minidoka Intersection / Rock Creek Bridge, and
 - Blue Lakes Boulevard, Kimberly Road and Minidoka Intersections;

- Provide Wayfinding Systems at Gateways to Downtown and at associated locations in Downtown; and
- Drop US Highway status of 2nd Avenues (US 30) and redesign avenues to two lanes, incorporate diagonal parking, and slower speed limits to improve pedestrian comfort and safety (this issue is relevant to planning for the southeast corridor due to possible impacts if US 30 is relocated or re-routed).

4.3 Kimberly

Kimberly is located approximately six miles southeast of Twin Falls. According to the 2000 U.S. Census, Kimberly has a population of 2,614, an increase of almost 10% since 1990. Terrain in the City is mostly flat, with gently sloping elevation south towards the south hills. The community is economically supported primarily by agricultural activities and also serves as a bedroom community for residents who work in Twin Falls or other nearby areas. Primary employers include the Kimberly School District, agricultural-related businesses, University of Idaho Research Center, and the City of Kimberly. Kimberly is connected to the region through local and State roadways including US 30, SH 50, and roadways in the Twin Falls Highway District. Eastern Idaho Railroad also serves Twin Falls for commercial shipping but does not include passenger travel. Potential for future residential growth, commercial and industrial development, and access to needed additional services such as medical facilities and employment opportunities are all dependent upon the availability of a safe and efficient regional roadway system.

Kimberly land uses are shown on **Figure 4-8**. These land uses create related transportation activities including personal use, recreational travel, commuter activities, trucking for movement of commodities and deliveries, through travelers on US 30, and a variety of agricultural-related activities. Kimberly's facilities and businesses generate daily traffic in and out of town, while substantial numbers of residents commute daily to work in Twin Falls and other places of employment in Twin Falls County and neighboring communities. US 30 is the primary route in and out of town, with connections to SH 50 at Red Cap Corner, $\frac{3}{4}$ of a mile north of the City. Daily commuters currently experience delays and congestion on US 30 at the SH 50 intersection.

Kimberly's downtown area includes retail shops, government services, restaurants, banks, and related businesses to meet many local resident needs. Larger retail, medical, and major commercial businesses for the region are available in Twin Falls, six miles to the northwest. Kimberly's primary residential areas are located on the south, northwest, and a small additional amount east of US 30 near the City's entrance. Kimberly also has agricultural-related commercial and industrial facilities such as produce storage and transfer facilities located in the

northeast part of the City, along US 30. Primary connections to facilities and businesses in this area are made via US 30 and its connections to SH 50 and I-84, approximately four miles to the northeast, as well as roadways provided by the Twin Falls and Murtaugh Highway Districts.

Kimberly is supportive of controlled growth, and therefore recommends that new residential development first occur within the City's existing residential zones. To receive approval by Kimberly and Twin Falls County, new development beyond existing limits in Kimberly's area of impact must be beneficial to the City, not involve spot zoning, and require developers to bear the cost of expanded utilities or infrastructure to support the new development. Increases in Kimberly's residential development will cause greater impact on US 30 and its connection to SH 50 due to associated projected increases in personal use and commuter traffic.

Expansion of the City's existing commercial and industrial development should occur within existing zones for those activities. These developments are located along Main Street and US 30 on the north end of the City. Any future improvements to US 30 must incorporate potential future developments and provide safe and efficient access to the US 30 main arterial, for both large trucks and passenger vehicles.

4.4 Hansen

Hansen is located approximately three miles east of Kimberly and nine miles southeast of Twin Falls. According to the 2000 U.S. Census, the City's population is 970 and has grown 14.4% since 1990. Hansen lies on primarily flat lands, surrounded by farming and agricultural land uses. The City is located approximately seven miles from nearby BLM lands and 13 miles from USFS lands, serving as the gateway to these lands commonly known as the "South Hills." The region's primary east/west corridor, US 30, runs through downtown Hansen. Hansen's residents appreciate their friendly rural lifestyle and the primary philosophy of the City's Comprehensive Plan to manage growth to maintain the small town atmosphere that attracted so many of the current residents.

Hansen's land use and zoning map is shown in **Figure 4-9**. Hansen's current development includes residential, limited commercial, industrial, and central business activities. The most significant land use issues in Hansen and the surrounding area impacting the transportation systems are the access to and from the South Hills, agricultural-related activities, and regional travel through Hansen. US 30 connects from the west and east to Rock Creek Road in Hansen, which forms the gateway to the South Hills. In addition, many regional travelers use Foothills Road, south of Hansen, for northeast and southwest travel to and from Jackpot, Nevada. The Eastern Idaho Rail Line provides commercial and agricultural transport services to Hansen's commercial and industrial areas and plays an important role in potential future commercial and industrial development.

Potential future development is possible within Hansen's existing zoning. Some undeveloped land is available for new development of residential, commercial, and some industrial use, depending on size. Hansen's growth is approximately 1.4% per year, which should be manageable by the City to maintain its small town atmosphere. The City's goal is to approve development within the existing zones, specifically north of US 30 and east of Third Street East prior to new developments in the area of impact. Once in the area of impact, Twin Falls County will assist in decisions regarding new development and will follow the County policies for controlling new development.

4.5 Hollister

Hollister is a small, but rapidly growing community located 18 miles south of Twin Falls. The City's population, according to the 2000 U.S. Census, is 237, a 64.6% increase since 1990. Hollister is primarily a bedroom community to surrounding larger communities of Twin Falls, Filer, and Jackpot. Hollister's terrain is mostly flat high desert, with adjacent range and croplands. Approximately 92% of Hollister's workforce commutes to either Jackpot or Twin Falls for employment, virtually all via US 93, which runs through the center of Hollister. Currently, 32% of Hollister's workers are employed in Jackpot, 20% are involved in the trucking industry, and 23% work for government, all outside the Hollister community.

Hollister's land uses are mostly residential/agricultural, with a commercial corridor around US 93 and one industrial parcel in the northwest part of the City. Hollister is mainly a residential community (see **Figure 4-10**) with a high rate of commuter activities, which implies the need for clear connections to nearby employment communities. Hollister's business activity is mostly centered on US 93 with highway related retail services, which residents desire to continue. The majority of activities in surrounding lands include agricultural pursuits of farming or ranching. Some commercial and State-related activities, including the port-of-entry, exist nearby along US 93. Hollister will likely continue as a bedroom community, expand residential development within existing residential zones, and expand commercial development along US 93 as demand occurs.

4.6 Rogerson

Rogerson has a population of less than 100 and is located approximately 23 miles south of Twin Falls, adjacent to and on the west side of US 93. This area functions more as a neighborhood than a city.

4.7 Jackpot, Nevada

Jackpot is an unincorporated town located immediately across the Idaho-Nevada border, approximately 43 miles south of Twin Falls on US 93. The community is roughly two square miles and is situated in a high desert area at approximately 5,250 feet. Access in and out of

Jackpot is provided via only one route, US 93. Lands within the Jackpot Division of Elko County include 75% private ownership. Except for a small amount of lands currently used for community facilities, such as parks and streets, the balance of the lands is owned and managed by the BLM. The Jackpot current zoning map is shown in **Figure 4-11**.

Jackpot's primary land use is commercial including casinos, restaurants, lodging, and supporting businesses. These facilities and related activities generate approximately 3,800,000 visitors each year. The majority of these visitors arrive by vehicles using US 93. Jackpot has over 1,500 jobs to operate the community's businesses and support facilities. Many of the employees filling these positions are from nearby Twin Falls and southern Idaho. As a result, daily commuter traffic on US 93 from southern Idaho is significant, including regular busing availability for employees traveling to and from Jackpot.

It is the community's goal to direct new commercial development along the US 93 corridor. New residential development is directed to adjacent properties as noted in the **Figure 4-11**, accessed by local streets, which will decrease potential pedestrian conflicts with US 93 traffic. Current community plans call for pedestrian safety enhancements for the US 93 corridor, including a new 5-foot wide sidewalk and safety fencing to separate pedestrians from vehicles. This development could allow for improved definition of specific pedestrian crossing areas and decreased random crossing of US 93.

New light industrial areas are also planned to diversify the community's economy. Specific areas for public service facility development include property east of US 93, west of the airport. The area between the airport and golf course, also east of US 93, is proposed for heavier industrial use such as a new transfer station, recycle station, and storage facilities. Although specific project improvements to local roads are not a part of this Study, the resulting transportation issues suggest consideration for safe and easy designated access points from US 93 to provide access to these new developments.

4.8 Population and Income Characteristics

Twin Falls County ranked sixth among Idaho's counties in population and thirteenth in area and size. According to projections completed by Idaho Economics, Twin Falls County is expected to reach a population of 79,070 in the year 2025. **Table 4-6** presents a comparative analysis of population and growth trends available for jurisdictions within the study area. Past population trends are not available for Jackpot, but the current population is approximately 1,310 and the projected growth rate is 1% per year (Jackpot Comprehensive Plan).

Table 4-6: Population Trends For Study Area

Locality	1990	2000	Increase	Percent Change from 1990–2000	1990-2000 Compounded Average Annual Growth Rate
Hansen	848	982	134	15.8%	1.3%
Hollister	144	233	89	62%	4.5%
Kimberly	2,367	2,632	265	11.2%	1.0%
Twin Falls	27,591	34,164	6,573	23.8%	2.0%
Other Areas of Twin Falls County	22,630	26,273	3,643	16%	1.4%
Twin Falls County	53,580	64,284	10,704	20%	1.7%

Source: 2000 U.S. Census Bureau

Twin Falls accounts for 53.1% of the population in Twin Falls County; Kimberly accounts for 4.1%, Hansen 1.5%, Hollister 0.4%, and the remainder of the County, 40.9% (2000 U.S. Census Bureau). Targeted growth areas are shown in **Figure 4-5**.

Age distribution is shown in **Table 4-7**. The median age in the study area ranges from 32.3 to 34.9. Title VI provides protection to all special populations and the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101 et seq.) prohibits discrimination based on age in programs receiving federal financial assistance.

Table 4-7: Age Distribution

Locality	School Age Population (5-19 Years of Age)		Elderly Population (65 Years or Older)		Median Age
	Total	% Of Total Population	Total	% Of Total Population	
Twin Falls County	12,328	24%	9,094	14%	32.3
Twin Falls	7,471	22%	5,716	15%	33.5
Kimberly	703	27%	354	13%	33.5
Hollister	75	32%	20	9%	33.8
Hansen	266	27%	98	10%	34.9

Source: 2000 U.S. Census Bureau

Individuals with disabilities are located throughout the area of influence. In the 2000 U.S. Census, 32% (20,793 persons) of Twin Falls County's population of non-institutionalized persons five years old or older identified themselves with disability status. Disabilities include physical, sensory, mental, or self-care. Hollister had the highest percentage of persons who identified themselves with disability status (57%) and Twin Falls had the lowest (37%).

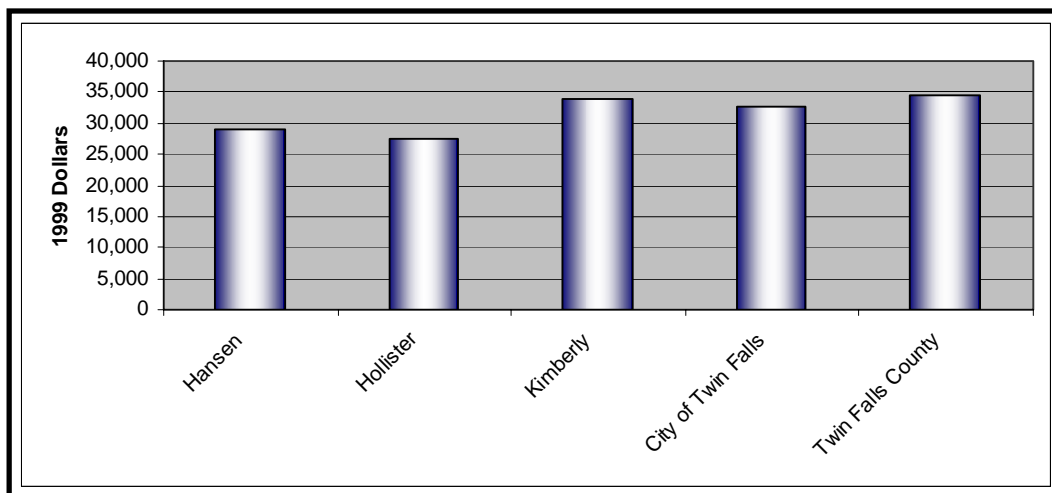
Income trends, as reported in **Table 4-8** reflect a steady increase; however, Twin Falls County residents show a slower growth rate when compared to the State as a whole. Personal income, as defined by the Bureau of Economic Analysis (BEA), includes all wage and salary income, employer contributions (e.g., medical insurance, retirement programs, and other benefits), self-employment income, property income, and transfer payments such as social security. Median household income is shown in **Illustration 2** and presents personal income at a household level. In 1999, Kimberly had the highest median household income (\$33,906) and Hollister had the lowest (\$27,375).

Table 4-8: Income Trends

Locality	Per Capita Personal Income					Average Annual Growth (1990-2000)
	1980	1985	1990	1995	2000	
State of Idaho	8,735	11,647	15,858	19,425	23,727	3.7%
Twin Falls County	8,926	11,424	15,346	18,349	21,642	3.2%

Source: 2000 U.S. Census Bureau

Illustration 2: 1999 Median Household Income



4.9 Economic Activities and Data

Table 4-9 shows the historic and projected employment sectors. Historically, Twin Falls County has depended on agriculture as a major factor in employment growth. Over two-thirds of the County's income is derived from agricultural-related activities; however, agricultural-related employment is decreasing and is expected to continue this trend in the future. At the present, wholesale and retail are becoming Twin Falls County's largest economic based employment centers. Among all employment sectors, the service industry has increased the most, providing approximately 3,550 new jobs for the year 2000 and forecasting to double their numbers by the year 2025.

Table 4-9: Twin Falls County Employment Sector (Number of Jobs)

Twin Falls County				
Employment	1990	2000	2015	2025
Manufacturing	3,990	3,590	3,880	3,990
Mining	40	30	40	40
Construction	1,050	1,480	1,700	1,780
Government	3,940	5,470	6,240	6,700
Services	4,140	7,700	11,770	15,080
Food Product	N/A	2,400	N/A	N/A
Metals	259	N/A	N/A	N/A
Finance, Insurance, and Real Estate	1,116	1,180	1,310	1,400
Wholesale and Retail	6,460	8,700	11,700	13,830
Farm Employment	2,323	2,968	N/A	N/A
Total Non-farm Employment	29,247	28,603	38,950	45,500

Source: 2002 Idaho Economic Forecast

Approximately 58% of Twin Falls County's labor force resides in Twin Falls, which is consistent with population distribution. The 2000 unemployment rate for Twin Falls County was 4.1%, similar to Twin Falls, at 4.3%.

Major employers for Twin Falls are shown in **Table 4-10**. Twin Falls is the region's economic, commercial, business center, and the site of most primary services, including the College of Southern Idaho, Twin Falls County offices, and a wide variety of retail shopping facilities. The Magic Valley Regional Medical Center (MVRMC) is the only facility of its kind in the eight-county southern Idaho region, which continues to serve more than 200,000 residents in southern Idaho and northern Nevada (2002 Idaho Economic Forecast).

Table 4-10: Major Employers for Twin Falls

Largest Employers/Manufacturers		
Name	Product or Service	Number of Employees
Magic Valley Regional Medical Center	Health Care	847
Lamb Weston	Food Processing	825
College of Southern Idaho	Education	804
Amalgamated Sugar Company	Food Processing	373
Twin Falls Clinic Physicians	Health Care	300
Glanbia Foods Inc.	Food Processing	200
Longview Fiber	Corrugated Containers	148
Times News	Newspaper	130

Source: 2002 Idaho Economic Forecast

The jurisdictions of Kimberly, Hansen, and Rogerson are economically supported primarily by agricultural activities. The majority of residents in these outlying communities commute to larger communities such as Twin Falls for work opportunities. These communities are carefully planning future economic sustainability through evaluating and implementing goals and policies to improve sectors economically vital to their communities and to keep residents from commuting to larger communities for employment.

Businesses located in Hollister, Kimberly, and Rogerson include highway-related retail such as convenience stores, gas stations, and restaurants / bars. Jackpot, Nevada businesses are related to entertainment and tourism. Since highway-related businesses are dependent on through traffic for support, recommendations should consider the possible decline these businesses may experience, especially those in the smaller outlying communities.

One factor for Twin Falls' future economic development and employment growth is linking together the transportation network of the valley. Major highways such as I-84 are located near Twin Falls and have become beneficial to the economic development of the City. This primary east-west route provides access to other major highways such as US 93, US 30, and I-15 linking together Boise, Portland, Salt Lake City, and Nevada. The interchange at I-84 and SH 50 has stimulated industrial areas in the southeastern side of the City, which also provides easy access for local business. Local businesses depend on interstate access and availability for economic productivity to remain stable throughout a largely slipping economy and general overall downsizing of employment for the State of Idaho (Southern Idaho Economic Development, 2002).

4.10 Community Cohesion

Each community has distinct characteristics or community focal points that distinguish the communities from one another. Twin Falls residents have substantial community pride and have demonstrated increased interest in potential plans for development and growth of the City. The City is working towards expansion of its Canyon Rim Trail system, clean up of Rock Creek canyon, redevelopment of the historic downtown and old town areas, and active recruitment of new employers to the community. Finally, the City is looking to the future and has recently completed the development of the 2nd Century Plan, a long-term visionary document to guide the overall future development of the City over the next 100 years.

With regards to specific neighborhood cohesion in Twin Falls, the City Planner indicated there are no real distinct or identifiable neighborhoods within Twin Falls. However, the South Park / Rock Creek area, identified in **Figure 4-12**, is designated in the City's Comprehensive Plan as a rural residential area. This relatively new development consists primarily of single-family homes and is complimented by other homes located randomly in the surrounding area along Orchard Drive East, 3600 North, 3500 North, and 3400 North.

Other communities within the study area share similar values and visions as Twin Falls. Since Kimberly, Hollister, and Rogerson's estimated populations are much smaller than Twin Falls, these are perceived as neighborhoods. Residents of each city often work, shop, and recreate within their respective cities' limits. Each community also has a unique history of how their city was developed, primarily built on farming and irrigation. A common thread throughout each of these cities' general planning documents is that there is a desire to provide a "small town" residential atmosphere while maintaining the existing quality of life. These cities also want to provide needed municipal services, such as access to good schools and infrastructure, as part of their visions.

4.11 Environmental Justice Considerations

Executive Order 12898, "Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations" seeks to minimize disproportionate impacts to minorities and low-income populations. The presence of minority and low-income populations is quantifiable through census data at the block group level and represents the potential for disproportionate impacts to these populations.

FHWA defines low-income populations as those persons whose medium household income is at or below the Department of Health and Human Services poverty guidelines. An estimate of low-income persons (persons with income below the poverty threshold) is available at the block group level from the U.S. Census Bureau. FHWA defines minority as a person who is Black, Hispanic, Asian American, American Indian, or Alaskan Native. Additionally, race and ethnic

groups are two separate and distinct concepts. For example, a Hispanic person may be of any race. The following analysis focuses on two minority groups: racial (i.e. non-white) and ethnic (i.e. Hispanic).

The disproportionate effects test was completed first, by comparing each jurisdiction's minority and low-income populations to Twin Falls County's (regional threshold) minority and low-income populations; and second, by comparing minority and low-income populations within each census tract within the study area to Twin Falls County. The feasible truck routes were also reviewed at block group level. Statistics regarding a comparison of low-income and minority groups within the study area are provided in **Tables 4-11** through **4-13**.

Table 4-11: Environmental Justice Disproportionate Effect Test City Level

Location	Total Area Population	Racial Minority (Non-White Population)	Ethnic Minority (Hispanic Population)	Low-Income Population
Hansen	970	7%	7%	*16%
Hollister	237	*27%	*29%	11%
Kimberly	2,614	6%%	4%	9%
Twin Falls	34,469	*8%	*9%	13%
Twin Falls County (Regional Threshold)	64,280	8%	9%	14%
Note: *Cities with minority and low-income populations equal to or greater than that of the County.				

Source: 2000 U.S. Census Bureau

Table 4-12: Environmental Justice Disproportionate Effect Test Census Tract Level

Location	Total Area Population	Racial Minority (Non-White Population)	Ethnic Minority (Hispanic Population)	Low-Income Population
Census Tract 9806	2,910	0.6%	6%	13%
Census Tract 9807	7,410	4%	7%	11%
Census Tract 9808	6,195	5%	8%	*14%
Census Tract 9809	8,888	4%	4%	9%
Census Tract 9810	7,661	3.5%	8%	11%
Census Tract 9811	3,348	7%	*11%	11%
Census Tract 9812	4,588	*13.5%	*23%	*24%
Census Tract 9813	5,733	3%	7%	9%
Twin Falls County	64,284	8%	9%	14%
Note: *Census tracts with minorities and low-income populations equal to or greater than that of the County.				

Source: 2000 U.S. Census Bureau

Table 4-13: Environmental Justice Disproportionate Effect Test Block Group Level

	Low Income	Racial Minority (None White Population)	Ethnic Minority (Hispanic/Latino Population)
Twin Falls	13%	8%	9%
County Threshold	14%	8%	8%
Tract 9806			
Block Group 1	9%	1.4%	2%
Block Group 2	13%	0%	6%
Block Group 3	*17%	1.2%	*10%
Tract 9810			
Block Group 1	4%	4.2%	3%
Block Group 2	*40%	1%	*29%
Block Group 3	10%	*11%	*10%
Block Group 4	3%	2.8%	2%
Block Group 5	*15%	5%	*9%
Block Group 6	*17%	7%	7%
Tract 9812			
Block Group 1	*18%	*11%	7%
Block Group 2	*32%	*30%	*40%
Block Group 3	9%	4%	5%
Block Group 4	*32%	*28%	*32%
<i>*Block groups with minorities and low-income populations equal to or greater than that of the County.</i>			

Source: 2000 U.S. Census Bureau

Table 4-11 identifies the County threshold for minority and low-income populations and compares this to minority and low-income populations for the cities within the study area. Hansen, Hollister, Kimberly and Twin Falls have concentrations of low-income and/or minority populations greater than or equal to Twin Falls County as a whole. Caucasian is the most common racial background for people living within the study area. Persons who identified themselves as having Hispanic or Latino origin accounted for nearly 9% of the County's population.

The study area contains eight Census Tracts, as shown in **Figure 4-13**. Twin Falls is the only jurisdiction where Census Tract information was available specific to areas within the City, allowing for a more detailed comparison and identification of minority and low-income populations. **Table 4-12** shows that Census Tracts 9808, 9811, and 9812 contain a higher percentage of low-income and/or minority populations when compared to the County threshold. **Table 4-13** shows eight Block Groups within Census Tracts 9806, 9810 and 9812 that contain a higher percentage of low-income and/or minority populations when compared to the County threshold. The results of the Block Group level review were used for the CBA Screening Level II for the truck route alternatives.

4.12 School Districts and Emergency Services

The Twin Falls School District (TFSD) educates over 7,000 students attending seven elementary schools, two junior high schools, an alternative junior high school, one high school, and one alternative high school. Kimberly School District had approximately 1,260 students enrolled in kindergarten through twelfth grade in the 1999-2000 school year. The Hansen School District is a small rural district, with about 420 students. Twin Falls is also home to the College of Southern Idaho, boasting more than 8,000 students.

Twin Falls and Kimberly each have their own police and fire departments. The Twin Falls County Sheriff Department serves the entire County and other communities such as Hansen, Hollister, and Rogerson who are too small to have their own emergency services.

4.13 Parks and Recreation

Figure 4-4 shows the many natural resources and man-made attractions throughout Twin Falls County. The magnificent Snake River Canyon is nearly 500-feet deep and forms the northern boundary to the County. The canyon includes other world-class resources such as the 212-foot high Shoshone Falls, Pillar Falls, and Twin Falls. Rock Creek and the Rock Creek Canyon run nearly the length of the County, beginning in the Sawtooth National Forest in southern Twin Falls County and running north through Twin Falls to confluence with the Snake River. Hagerman Fossil Beds National Monument, located outside the study area near Hagerman in the northwest end of the County is of national importance. There are also a variety of Native American and cultural sites located in the canyon and throughout the County. Each community within the study area has a local city park, which provides recreational activities for residents. Public parks located within each community are shown in **Figure 4-12**.

5.0 Other Environmental Conditions

5.1 Floodways and 100-Year Floodplains

According to the available National Flood Insurance Program (NFIP) Flood Insurance Rate Maps (FIRM), most of the corridor study area is designated in Zone C, an area without floodplains. Four designated floodplains are within the study area (shown in **Figure 5-1-A** and **5-1-B**), these include:

- Snake River;
- Rock Creek;
- Perrine Coulee; and
- Cottonwood Creek.

5.2 Wetlands

NWI maps for the study area indicate the presence of wetlands within and adjacent to the corridor (**Figure 5-2**). Most of the wetlands within the study area are classified as Palustrine emergent (PEM) or Palustrine scrub-shrub (PSS) wetlands associated with the major surface water features including the Snake River, Rock Creek, Deep Creek, Cottonwood Creek, North Cottonwood Creek, Mule Creek, Lost Creek, McMullen Creek, and Desert Creek. Riverine wetlands are also associated with these surface waters and with some irrigation canals. Many of the spring fed PEM wetland systems are associated with Rogerson Spring, Rock Cabin Spring, Rattlesnake Spring, Nat-Soo-Pah Warm Spring, and Rabbit Spring. IDFG, USFWS, and the USACE consider riparian and wetland environments as very important natural features that provide valuable wildlife habitat, maintain water quality, as well as various other functions such as floodwater storage, and stream bank stabilization.

5.3 Threatened, Endangered, Candidate, and State Sensitive Species

The USFWS, Snake River Basin Office, provides ITD with Section 7 Guidelines of the Endangered Species Act and a list of threatened, endangered, and candidate species for each county. The Twin Falls County species list includes the following:

- **Gray wolf** (*Canis lupus*): There is an experimental, non-essential population of gray wolves south of I-90, outside the study area;
- **Bull trout** (*Salvelinus confluentus*): No bull trout habitat is present in the project area;
- **Bald eagle** (*Haliaeetus leucocephalus*): The Snake River and Cottonwood Creek within the study area provide suitable wintering habitat for the bald eagle. No critical habitat was identified within the study area;
- **Snake River Mollusks**: The Snake River below American Falls Dam is considered critical habitat for Idaho's five federally listed snail species which include: Idaho springsnail (*Pyrgulopsis idahoensis*), Utah valvata (*Valvata utahensis*) snail, Snake River physa (*Physa natricina*) snail, the Banbury Springs lanx (*Lanx spp.*) and the Bliss Rapids (*Taylorconcha serpenticola*) snail. Historically, the Bliss Rapids snail was known to occur at the confluence of Rock Creek and the Snake River. Presently, there are no known or suspected live colonies within the study area; and
- **Columbia spotted frog** (*Rana luteiventris*): The springs, streams, and wetland areas within the study area could provide suitable habitat for this candidate species. However, no critical habitat was identified within the study area.

Historic occurrences of species documented by the ICDC are illustrated on **Figure 5-3**. ICDC's documentation includes an unusual sighting of the Canada lynx (*Lynx Canadensis*) in the 1970's, but this species is not currently included in the species list for Twin Falls County. There are no species proposed for listing in Twin Falls County. Areas with suitable habitat for State sensitive animal species and locations of identified State sensitive plant species are also shown in **Figure 5-3** and include:

- **Long-billed curlew** (*Numenius americanus*);
- **Ferruginous hawk** (*Buteo regalis*);
- **Western toad** (*Bufo boreas*);
- **Newberry's milk-vetch** (*Astragalus newberryi* var. *castoreus*);
- **Giant helleborine** (*Epicactus gigantean*); and
- **Two-headed onion** (*Allium anceps*).

5.4 Wildlife

No wildlife reserves were identified within the study area. Aside from the species previously mentioned in **Section 5.3**, mule deer and antelope are known to frequent the corridor between Jackpot, Nevada and Rogerson, Idaho. The ability of the antelope to roam freely within that area is reportedly impaired by fencing. In a letter dated April 30, 2004, IDFG stated that there is a number of mule deer in the area, and some pronghorn antelope seasonally cross the corridor. Wildlife/vehicle collisions occur on an infrequent basis each year, and IDFG does not advocate the development of wildlife crossings in the corridor based on these existing conditions. However, they did recommend that measures for addressing big game crossing occur if the frequency of seasonal movements increases. IDFG also indicates that right-of-way fencing can be problematic for wildlife movements, especially antelope. IDFG recommends that wildlife passable fencing be utilized when at all possible.

5.5 Public Lands

Over half of Twin Falls County is publicly owned, mostly managed by the BLM and USFS (see **Figure 4-2**). There are no National Parks or National Monuments located within or adjacent to the study area. According to the Idaho State Parks and Recreation, there are no State parks or State designated recreation areas within or directly adjacent to the study area. The most notable nearby public land is the Sawtooth National Forest located southeast of Twin Falls, outside the study area (see **Figure 1-1**). In the northeast portion of the forest is the Sawtooth National Recreation Area (SNRA). The SNRA contains 193 developed recreation sites and 750 miles of trails. Even though the Sawtooth National Forest is outside the study area, visitors depend on the corridor's transportation system.

5.6 Water Resources

Watersheds

The study area is located in two watersheds of the Middle Snake River Basin: Upper Snake / Rock Creek and Salmon Falls. The hydrologic system is composed of precipitation, the Middle Snake River, tributaries, irrigation return flows, ground water flow, and geothermal sites.

Surface Water Quality

A large portion of the local economy and culture in the study area is dependent on water provided by the Middle Snake River and its tributaries. Therefore, surface water quality is of primary concern. Surface waters within the study area are shown in **Figure 5-2** and consist of reservoirs, rivers, streams, creeks, and irrigation canals. The major surface waters in the study area are the Middle Snake River and Rock Creek.

Middle Snake River Water Quality

The water quality in the Middle Snake River continues to degrade as a result of cumulative impacts from nutrient-laden organic and inorganic material from point and non-point sources in the watershed. Altered flows, periodic regional drought conditions, nutrient inputs from upstream sources, and the underlying aquifer contribute to the nutrient enriched conditions, most notably during the summer months.

In March of 1997, the Middle Snake River Watershed Management Plan (WMP) was approved by the Idaho Department of Environmental Quality (IDEQ). The WMP is designed to restore water quality in the Middle Snake River in a phased approach. Phase I was concentrated primarily on the Middle Snake River, whereas Phase II is focused on all other water bodies in the watershed. The first phase of this plan focused on total phosphorus reduction and was completed in 1997. Phase II is presently ongoing and IDEQ has recently developed the first set of waste loads. Phase II is centered on the reduction of all other pollutants or stressors, specifically, total suspended solids and bacteria.

Rock Creek Water Quality

In the early 1980's, Rock Creek was recognized as one of the most severely degraded streams in the State. The principal water pollutants were high levels of sediments, phosphate, organic nitrogen, suspended solids, turbidity, bacteria, and toxic chemicals. Consequently, the stream was selected as a Rural Clean Water Project from 1981-1991. The primary sources of the creek's impaired water quality are irrigation return flows, streambank erosion, and improper grazing practices. On an annual basis, Rock Creek contributes approximately 4.3 tons of total suspended solids and 10.3 tons of phosphorus to the Middle Snake River. The current water quality problems in Rock Creek are excessive levels of sediment, nutrients, and elevated temperatures.

Idaho's 1998 303(d) List of Water Quality Limited Water Bodies

Pursuant to Section 303(d) of the Clean Water Act, each state is required to submit a list of water quality limited water bodies to the EPA every two years. Water bodies on this list have been determined to be water quality limited, that is, they do not support their beneficial uses or exceed water quality standards. The 1998 Section 303(d) list is the current approved listing for the study area. **Table 5-1** presents the water bodies listed in the Draft 2002-03 Integrated 303(d)/305(b) Report. There are two creeks (Rock Creek and Salmon Falls Creek), one state interim protected river (Snake River), and one reservoir (Salmon Falls Creek Reservoir) that are considered impaired. Two creeks (Cottonwood Creek and McMullen Creek) are considered impaired but not by a pollutant.

Table 5-1: Water Bodies Listed in Idaho's Draft 2002-03 Integrated 303(d)/305(b) Report

Water Body	Pollutants
*Snake River (Rock Creek to Raft River) (303d and State interim protected river)	Unknown.
*Rock Creek (303d)	Unknown and sediment.
**Cottonwood Creek (Source to mouth)	Bacteria, flow alteration, ammonia (NH ₃), nutrients, pesticides, and sediments.
**McMullen Creek (Source to mouth)	Bacteria, dissolved oxygen, flow alteration, nutrients, sediment, and temperature.
**Salmon Falls Creek (Idaho/Nevada Border to Salmon Falls Creek Reservoir)(303d)	Nutrients and temperature.
**Salmon Falls Creek Reservoir (303d)	Nutrients and temperature.
Notes: * Within study area ** In proximity of study area	

Surface Water Permits and Requirements

As required by the EPA, a NPDES permit regulating storm water would be required for construction projects that disturb one acre or more. Requirements for this permit include the development of a SWPPP that describes in detail the erosion and pollution Best Management Practices (BMPs) that would be implemented during construction.

For any project with surface water crossings, a Section 401 water quality certification would be needed and is applied for through the Idaho Department of Environmental Quality (IDEQ). Section 401 of the federal Clean Water Act identifies that when a federal license or permit is needed to conduct an activity that results in a discharge into navigable water, the applicant must also provide a certification from the State that the discharge complies with applicable provisions of the Clean Water Act and State Water Quality Standards.

Ground Water Quality

Ground water in the study area is from the East Snake River Plain Aquifer, one of the largest ground water systems in the United States that underlies the Snake River Plain in the study area. The aquifer is recharged by seepage from canals and rivers, the infiltration of irrigation water, and precipitation. Ground water in the study area is a significant source of water flow to the Middle Snake River. In the study area, ground water is used for agricultural (crop irrigation and livestock watering), domestic, and potable water supplies.

The only documented ground water quality concern in the study area is elevated levels of nitrate, although nitrate concentrations do not currently violate drinking water standards. Existing potential sources of ground water contamination in the study area include agricultural activities, injection wells, septic systems, urban runoff, spills, and the transportation of materials.

Idaho Ground Water Classification System

The IDEQ is designated as the primary agency to coordinate and administer ground water quality protection programs for the State. Once an affected portion of an aquifer has been designated as significantly degraded, as is the case with the Twin Falls area, the IDEQ will work with local groups, other agencies, and the public to develop ground water quality management strategies. The strategies focus on prevention, protection, and remediation measures to maintain or improve water quality or prevent impairment of a beneficial use. Strategies may include: applying voluntary and/or regulatory control measures designed to protect the area, determining if the contamination is the result of historical practices or natural causes, applying remediation techniques, and other duties as appropriate.

Ground Water Permits and Requirements

The State of Idaho has implemented Ground Water Quality Standards. The standards are contained in IDAPA 58, Title 01, Chapter 11, entitled Ground Water Quality Rule. Under the rule, minimum requirements for the protection of ground water quality through standards and an aquifer categorization process are established. These requirements also serve as a basis for the administration of programs that address ground water quality. The rule, in and of itself, does not create a permit program.

East Snake River Plain Aquifer (Sole Source Aquifer) Requirements

Pursuant to 1424(e) of the Federal Safe Drinking Water Act, the Region 10 Administrator of the EPA has designated the Eastern Snake River Plain Aquifer as a Sole Source Aquifer (see **Figure 5-4**). Therefore, the EPA reviews all projects receiving federal funding to assure that such projects would not degrade the quality of the aquifer or jeopardize its usability as a drinking water supply. The EPA review includes examination of the sediment and erosion control plans; storm water procedures and plans; wastewater and hazardous waste delivery

system plans; mapping of potential ground water conduits; ground water information; and the National Pollutant Discharge Elimination System (NPDES) Permit.

Wells

There are several wells located within the study area, as shown in **Figure 5-4**. Well uses include public and private drinking water supply, irrigation and stock watering, and industrial uses. If a well is to be impacted and abandoned, the Idaho Department of Water Resources (IDWR) rules for well abandonment must be followed. These rules include submitting an application for well abandonment to IDWR, using a driller licensed in the State of Idaho, and providing as-built closure documentation.

5.7 Prime, Unique, and Statewide and Locally Important Farmland

The corridor includes approximately 487,378 acres of land. Of this total, 182,997 acres (approximately 38%) consist of soil series, that when irrigated, are considered Prime farmland and are afforded federal protection under the FPPA when they occur outside the urban designated boundary. The majority of these soil series are located in the northern portion of the corridor as illustrated in **Figure 5-5**. Twin Falls County places the loss of prime agricultural land at the top of its list of primary concerns for the future of Twin Falls County (Comprehensive Plan, 1995). The County provides protection of farmland with agricultural zoning designations.

5.8 Hazardous Waste / Material Sites

Figure 5-6 illustrates the locations of potentially hazardous waste sites identified through a search of environmental records and contacts with regulatory officials. The majority of the identified sites are located within the developed areas of Twin Falls. Given the cost of site remediation and potential for liability, it is important to identify potential hazardous waste / material sites. Early identification of potentially hazardous sites enables ITD to select alternatives that avoid grossly contaminated sites. If the identified sites are unavoidable, ITD can limit environmental liabilities and identify procedures to protect workers and the public during construction.

5.9 Archaeological Sites, Historical Buildings, Districts, and Sites

Database Research

Early in the Study development process, Bennett Management Services conducted database research. Several previous archaeological and historic architectural investigations had been conducted in the study area, but a large-scale systematic survey has not been completed. It is estimated that no more than 10% of the study area has been previously surveyed for cultural resources. Therefore, the data obtained through the database research constitutes a non-random sample of the study area's potential to yield prehistoric and historic properties.

Table 5-2 shows a total of 1,186 cultural resource properties that have been recorded within the study area. Of this total, 1,068 are historic buildings located within one of four historic districts (**Table 5-3**) in the Twin Falls Old Town area. A fifth historic district in the same area contains street light fixtures only.

Table 5-2: Summary of Recorded Cultural Resources by Site Category

Site Category	Listed on NRHP	Eligible for NRHP	Not Eligible for NRHP	Unevaluated for NRHP	Total by Category
Prehistoric	0	4	9	22	35
Historic	1094	7	7	43	1151
Total Properties	1094	11	16	65	1186

Source: Bennett Management Services

Table 5-3: Recorded Historic Districts in Twin Falls

NRHP District Title	Properties within District	Year Listed on the NRHP
Twin Falls Park District	15	1978
Twin Falls Warehouse District	45	1997
Twin Falls Downtown District	75.	2000
Twin Falls Original Townsite Residential District	933	2001

Source: Bennett Management Services

In addition to the recorded properties, prior archaeological surveys identified 23 isolated artifacts not associated with known sites. All but one of the isolates is from the prehistoric period. The diagnostic artifacts suggest use of the area during the Archaic period beginning about 9,000 years ago and continuing to the time of Euro American contact.

Sites, for which location information was missing or vague, include a prehistoric site on the Berger quad, a building on the Hub Butte quad, four historic sites on the Kimberly quad, three prehistoric sites on the Meteor quad, two buildings on the Striker Butte quad, and a building on the Twin Falls quad. The latter building is listed on the National Register of Historic Places (NRHP), while the remaining sites have not yet been evaluated.

One of the known historic sites, the Oregon Trail, is incompletely surveyed across most of the study area; its location has not been identified on the ground although the approximate alignment was mapped by the SHPO based on historic documents. Stricker Ranch, a prominent historical site associated with the Oregon Trail, is located east of Kimberly.

Another historic site, the Milner Dam/Twin Falls Main Canal portion of the Twin Falls Company Canal system, has been recorded and listed on the NRHP. However, the system has not been surveyed beyond the point where the Main Canal branches into the Low Line and High Line Canals. The SHPO believes that the entire Twin Falls Canal Company irrigation system is eligible as an extension of the Milner Dam/Twin Falls Main Canal property.

None of the existing archaeological investigations identify areas where Native Americans may be pursuing traditional cultural practices. This may reflect an absence of ethnohistoric sites in the areas surveyed, or may be a result of misinterpreting some sites. A pedestrian survey could find evidence for ethnohistoric use, if it exists, but identification of traditional cultural properties (if any) would need to be coordinated through ITD's tribal consultation process.

In summary, the study area has a long history of Euro American use and settlement. The Oregon Trail crosses the project and prior archaeological investigations have found evidence for homesteading. In addition, the Twin Falls Tract, a Carey Act irrigation development, spawned most of the farms in the area. Although not all of the farms have been investigated, several historic buildings have been identified on original farmsteads. The High Line and Low Line Canals, lateral canals, ditches, and coulees of the Twin Falls Canal Company irrigation system are known by the SHPO to be present in the study area as well. Such historic evidence will require both historic and archaeological investigation and architectural consideration. This could be accomplished by an intensive pedestrian survey of the area of potential effect (APE), coupled with a review of County records to gather information about historic buildings. The SHPO is likely to want the historic archaeological sites to be evaluated for the NRHP, a process that might involve subsurface testing. Standing buildings and other structures of historic interest would also need to be evaluated, and ITD's architectural historian should be coordinated with regarding the extent of this work.

Preliminary Field Reconnaissance

Due to the extensiveness of the study area, a preliminary field reconnaissance was only conducted for the alternatives evaluated in the CBA Screening Level II Process. Most of the historic properties identified are adjacent to but not impacted by the alternatives evaluated. The relevant results of the reconnaissance are reflected in the CBA Screening Level II Process. The intent of the reconnaissance was to quickly identify for planning purposes properties that may be eligible for the NRHP. As a result of the reconnaissance, 257 buildings were identified as potentially eligible for the NRHP solely on the basis of appearance as seen from the roads. Similar to the results of previous studies, some of the buildings were found to be parts of farmsteads, of which 12 were identified.

Two irrigation systems in the area were identified that are candidates for the NRHP, one operated by the Twin Falls Canal Company and the other by the Salmon River Canal Company.

Both systems were instigated by I.B. Perrine and partners in the early 1900s and were developed through the Carey Act (Wells and Wells 1984:1). Neither irrigation system has been fully recorded and evaluated for the NRHP, although Milner Dam and the North and South Main Canals of the Twin Falls Canal Company were listed on the NRHP in 1986. Because both systems appear to be intact they will probably be eligible for the NRHP as well.

The electric streetlights located on Lincoln Street were listed on the NRHP in 1992. The applicable section of Lincoln Street lies between Addison Avenue and Heyburn Avenue and is in an area that is of interest to the Twin Falls Historic Preservation Commission. This group has completed a draft NRHP nomination of the residential neighborhood in the Lincoln Street vicinity and beyond, but has not yet processed their work through the SHPO.

5.10 Active and Abandoned Mines

The Idaho Department of Lands lists 626 active mines in Idaho, none of which are located in the corridor. Although no active mines were identified, one abandoned mine is known to be located within the study area (illustrated on **Figure 5-6**). This mine is located just north of the intersection of 3700 East and Addison Avenue. This gold/silver mine was active in 1940 and 1948. Given the hazardous nature of some abandoned mines, avoidance of abandoned mine sites is recommended.

6.0 Projected Future Travel Demand

As part of the Study, Baker developed a regional travel demand model (TDM) in order to identify where traffic volumes may exceed the capacity of the existing roadway network in the future. The TDM used the following information to estimate future traffic volumes:

- Population;
- Households;
- Total employment;
- Retail employment;
- Non-retail employment;
- O/D survey results; and
- 2001 ADT volumes.

Population and employment data is discussed in **Section 4** and O/D survey results and ADT volumes are presented in **Section 3**. The following sections describe the assumptions made in the TDM and the results.

6.1 Planned Projects and Assumptions

The TDM used existing roadway conditions to represent the existing highway network used in the model. ITD and the City of Twin Falls anticipate that the roadway projects listed in **Table 6-1** will be constructed by the year 2025. These projects will increase the capacity of the roadway network and are included in the year 2025 TDM.

Table 6-1: Planned Capacity-Increasing Projects

Road	From	To	Improvement
Pole Line Rd	Blue Lakes Blvd	0.5 miles west of Blue Lakes Blvd	Widening: From 2 lanes in each direction to 3 lanes in each direction
Pole Line Rd	0.5 miles west of Blue Lakes Blvd	North Washington	Widening: From 1 lane in each direction to 3 lanes in each direction
Pole Line Rd	North Washington	Just west of 2800 East	Widening: From 1 lane in each direction to 2 lanes in each direction
Route 50	Red Cap Corner	I-84	Widening: From 1 lane in each direction to 2 lanes in each direction
North Washington	Pole Line Rd	Filer Ave	Widening: From 1 lane in each direction to 2 lanes in each direction.

6.2 Projected Congestion Levels

Congestion was measured by using a volume to capacity ratio (V/C). The V/C ratio measures the amount of traffic on a given roadway against the capacity of the roadway. The following scale was used to measure congestion:

- $V/C < 0.75$ (Not Congested);
- $V/C = 0.75 - 1.00$ (Congested); and
- $V/C > 1.00$ (Very Congested).

The TDM showed no locations experiencing Congested conditions in 2002 and only two locations experiencing Congested conditions in the year 2025. The two locations are Blue Lakes Boulevard, from Falls Avenue to the junction with I-84, and Addison Avenue, immediately east of Eastland Drive. Both of these areas are just out of the study area.

6.3 Need for a Bypass

The initial focus of the Study was to determine whether a new bypass was needed around the southeast Twin Falls area. The TDM model and O/D survey showed that most trips are “to” Twin Falls and not “through” the City. A bypass would not significantly reduce the number of trips within Twin Falls nor would it reduce the current or future congestion. Because of the high cost and low benefit of providing a bypass, it was dismissed as a recommendation of this Study.

Once the consultant team determined that a bypass was not needed, they redirected their efforts towards making recommendations for improvements to the existing roadways that would improve travel to and through the study area. The consultant team met with the STF, the TAC, and the public and determined that the following types of projects should be the focus for the remainder of the Study:

- Roadway projects to improve safety and operations;
- Intersection projects to improve safety and operations; and
- A designated truck route serving traffic to and through the southeast Twin Falls area.

The remainder of this report describes the development of the recommended projects and the related issues and steps to be taken to implement those projects.

7.0 Corridor Issues, Concerns, Goals, and Purpose and Need

7.1 Corridor Issues

Corridor issues were identified at the beginning of the planning process through three activities: stakeholder interviews, initial STF and TAC meetings, and the first public workshop. Once gathered, the issues and concerns were refined and discussed with the STF to develop the final list of initial issues and concerns, as summarized below:

- Maintain / improve truck access to industrial areas in Twin Falls;
- West side of Twin Falls needs better truck access to / through Twin Falls;
- Southeast routes must connect to US 30 to form a East / West Twin Falls loop;
- Provide a Northeast / Southwest Regional through-route;
- Provide a bypass / loop route option around Twin Falls;
- Provide clear and efficient connectivity to communities;
- Address safety concerns on Kimberly Road, Rock Creek Road intersection and Red Cap Corner (US 30 / SH 50 intersection) and US 30 / Rock Creek Road;
 - o Left and right turns, intersections at Eastland Drive and Hankins Road, intersection alignment and visibility;
- Stay on existing alignments wherever feasible;
- Preserve farmlands and farming operations;
- Provide appropriate access control;
- Safely meet individual and mixed use needs of trucks, RV's, personal and agricultural vehicles;

- Address safety concerns on US 93;
 - Insufficient number of passing lanes, sight distance problems for trucks and cars, poor visibility, need more no passing lines, right and left turn protection needed, intersection safety;
- Maintain long term vision for planning decisions and recommendations;
- Minimize impacts to residential areas;
- Provide efficient access to Magic Valley Regional Airport with connections to primary routes; and
- Improve safety for pedestrians and bicyclists.

7.2 Corridor Goals

Based on the initial issues and concerns, the consultant team developed a set of goals that were refined by the STF and TAC. The following goals were used as a guide to develop the corridor purpose and need statement, to identify the list of possible alternatives, and to evaluate the alternatives:

- Provide a clear, safe and efficient route(s) for regional and through traffic and around Twin Falls, Kimberly and Hansen that connects US 93, US 30, SH 74, SH 50 and I-84;
- Provide safe and effective connections of this route(s) for mixed use traffic to and between Twin Falls, Kimberly, Hansen, Hollister, Rogerson, and Jackpot and that links east/west traffic on local roads;
- Provide for efficient connections to industrial / commercial areas in south, southeast, and west Twin Falls;
- Correct dangerous intersections on State routes within the corridor; and
- Achieve improvements in a manner that minimizes impact to social, economic and natural environment, specifically
 - Farmlands and support farming operations,
 - Residential development and pedestrian safety, and
 - Key natural and cultural resources.

7.3 Corridor Purpose and Need Statement

The purpose and need statement is defined using the corridor goals and supporting technical information, such as transportation system data. The purpose and need statement is included as a preliminary step to future NEPA requirements during future project design and development.

Need

The Southeast Twin Falls Regional Corridor includes a collection of State and local roadways that should function as a system to collectively meet the needs of both regional and local travelers. Currently, there is substantial confusion for through-the-region travelers as to the most efficient route to connect I-84, US 93 and US 30, while avoiding travel through the downtown area of Twin Falls. An increasing volume of mixed-use traffic is seeking and using local routes, such as Foothills Road and Orchard Drive for through-the-region travel, primarily to connect I-84 to US 93 and US 30. These roadways are not designed to carry this volume of traffic.

Purpose

The purpose of the Southeast Twin Falls Regional Corridor Study is to provide a clearly marked, easy to follow, safe and efficient regional transportation route(s) for mixed use regional and through traffic to and around Twin Falls, Kimberly and Hansen that connects US 93, US 30, SH 74, SH 50, and I-84.

Connections between corridor communities are currently unorganized and result in intermittent congestion and conflicts between personal, commercial, and agricultural vehicles. Corridor residents regularly commute to and from neighboring communities for employment, medical services, regional shopping, and miscellaneous personal activities. For example, a significant amount of the region's employment opportunities, the region's primary medical center, and the College of Southern Idaho are located in Twin Falls. Residents of Kimberly, Hansen, and Hollister routinely travel to and from Twin Falls for these services. There is also substantial travel to and from Jackpot, Nevada for both employment and personal recreation activities. While US 30 and US 93 provide primary links for these connections, many residents also regularly use a mix of local roads, which may provide more direct routes and avoid the higher traffic volumes on State routes. This shift results in higher traffic volumes on local roads, increasing conflict with residential areas and pedestrians.

There is ongoing difficulty for commercial truck traffic in reaching the commercial and industrial areas in west, south and southeast Twin Falls, without traveling through the downtown Twin Falls area. In attempting to reach these areas, an increasing amount of truck traffic is occurring on local roads. These roadways are not designed to support either the volume or weight of the truck traffic. Furthermore, truck traffic on these local roads is also causing increasing conflict and safety concerns for local residents in adjacent residential areas.

There are a number of roadway safety considerations that have been identified by local stakeholders including intersection conflicts and alignment problems such as at the intersection of US 30 and SH 50, Rock Creek Road and SH 50, and US 93 and Orchard Drive. These routes have a mix of personal and commercial traffic, which adds to the conflict and confusion.

The travel demand model developed for this region does not demonstrate the need for an entirely new route to meet these needs. However, the model does show increasing congestion on selected routes in the corridor by the end of the planning period in 2025. The general need for routes in the Southeast Twin Falls Region is to become more clearly focused in their specific function, identified for easy and efficient access and to effectively separate local, regional and through-the-region traffic as much as practicable. To achieve this goal, specific transportation improvements may be required. In planning for these improvements, the following transportation needs identified by corridor stakeholders and the general public should be addressed.

The Southeast Twin Falls Regional Corridor will be planned to meet the following public transportation needs:

- Accommodate community connections between Twin Falls, Kimberly, Hansen, Hollister, Rogerson, and Jackpot to support personal, and commercial activities, enhance safety, and minimize congestion;
- Provide efficient industrial and commercial access to sites in south, southeast and west Twin Falls is needed to support these commercial activities and minimize conflict with personal travel, downtown business operations, and decrease safety risks to residential areas and pedestrians;
- Correct sub-standard intersections and alignments which address current deficiencies and support mixed personal and commercial uses on State routes within the corridor is needed to provide specific guidance to future roadway improvement projects for these areas;
- Enhance non-motorized safety for pedestrians, bicyclists, and residents in the corridor, especially resulting from truck traffic in the downtown and rural residential areas;
- Link East / West traffic for both State and local roads, which may designate primary uses to routes that will improve separation of conflicting traffic activities;
- Implement appropriate access control to maintain system function, level of service, and safety; and
- Minimize negative environmental impact to the social, economic, agricultural, cultural, and natural resources of the corridor.

8.0 Identification and Screening of Overall Alternatives

8.1 Overall Alternatives

After establishing the related issues, goals, and the purpose and need for the corridor, the consultant team began the process of developing an overall list of alternatives. Alternatives were generated from stakeholder interviews, input from the public, and a review of existing conditions. The alternatives were divided into three categories: Intersections, Roadway Sections, and Truck Routes. The list of overall alternatives for each of the three categories is listed below.

Intersections

US 30 and 3700 North

US 30 and Locust

US 30 and 3100 East (Eastland Drive)

US 30 and 3200 East (Hankins Road)

US 30 and 3400 East

US 30 and SH 50 (Red Cap Corner)

US 30 and Rock Creek Road

SH 50 and 3800 East (Rock Creek Road)

SH 74 and South Washington Street

Blue Lakes Boulevard and Heyburn Avenue

Blue Lakes Boulevard and Addison Avenue

Addison Avenue and North Washington Street (West 5 Points)

Orchard Drive and South Washington Street

Orchard Drive and Blue Lakes Boulevard

US 30 and Blue Lakes Boulevard (East 5 Points)

Roadway Sections

US 93 – Provide additional passing lanes between SH 74 and Hollister (including a review of the intersections of 3500 North, 3400 North, 3300 North)

US 93 – Improve sight distance between SH 74 and Hollister (including a review of the intersections of 3500 North, 3400 North, 3300 North)

US 93 – Investigate installing center turn lanes through the town of Hollister

US 30 – Add Rumble strips to the county road approaches at Hankins Road, Eastland Drive, and 3400 East

US 30 – Evaluate the speed limit between Eastland Drive and the junction of SH 50

US 30 / SH 50 – Install continuous turn lanes at locations that currently do not have them (Kimberly Road to the Hansen Bridge)

SH 50 – Widen the Hansen Bridge from 2 to 4 lanes

Local Roads – Add left turn lanes at canal crossings

Truck Routes

Route 1 – US 93 north to intersection with SH 74, east on SH 74 to South Washington Street, north on South Washington Street to Orchard Drive, east to Eastland Drive, north to US 30, east on US 30 to SH 50 to I-84

Route 2 – US 93 North to intersection with SH 74, east on SH 74 to South Washington Street, north on South Washington Street to Orchard Drive, east to Hankins Road, north to US 30, east on US 30 to SH 50 to I-84

Route 3 – US 93 north to intersection with Orchard Drive, east on Orchard Drive to Eastland Drive, north to US 30, east on US 30 to SH 50 to I-84

Route 4 – US 93 north to intersection with Orchard Drive, east on Orchard Drive to Hankins Road, north to US 30, east on US 30 to SH 50 to I-84

Route 5 – US 93 north to intersection with SH 74, east on SH 74 to South Washington Street, east on 3600 North to Eastland Drive, north to US 30, eat on US 30 to SH 50 to I-84

Route 6 – US 93 north to intersection with SH 74, east on SH 74 to South Washington Street, continue east on 3600 North to the south extension of Hankins Road (requiring a new road and crossing over Rock Creek), north to US 30, east on US 30 to SH 50 to I-84

Route 7 - US 93 north to Hollister, east on Foothills Road to Rock Creek Road, north to US 30, continuing north to SH 50 Junction, east of Hansen Bridge and I-84

Route 8 - US 93 north to Hollister, east on Foothills Road to Blue Lakes Boulevard, north on Blue Lakes Boulevard to US 30, east on US 30 to SH 50 to I-84

Route 9 - US 93 north to intersection with SH 74, east on SH 74 to South Washington Street, east on 3600 North Road to Blue Lakes Boulevard, north on Blue Lakes Boulevard to US 30, east on US 30 to SH 50 to I-84

Route 10 - US 93 north to intersection with SH 74, east on SH 74 to South Washington Street, north on South Washington Street (SH 74) to Minidoka, east on Minidoka to Kimberly Road (US 30), east on US 30 to SH 50 to I-84

Route 11 - US 93 north to intersection with 3400 North, east on 3400 North to South Washington Street, north on South Washington Street, then continue on one of the other feasible routes to connect to US 30 / SH 50 and I-84

8.2 Choosing By Advantages (CBA) Screening Process

An important part of the planning process, and directly related to the activities of the STF and the consultant team, was the method by which alternatives were evaluated and screened to identify the final most feasible recommendations. The consultant team selected the “Choosing by Advantages” (CBA) Screening Process. The CBA Screening Process is explained in detail in the Choosing By Advantages Decision-Making System (Suhr, 2002). In summary, the purpose of CBA is to provide a mechanism by which the screening committee can compare, evaluate, and rank alternatives according to their tangible and specific advantages, rather than an evaluation based on more emotional and less definable criteria. CBA is designed to produce sound, effective decision-making and to simplify, clarify, and unify the decision making process. The CBA Screening Process helps participants to view the alternatives in a more technical light, rather than from the common perspective of “what I like, or don’t like.” The resulting alternatives selected through this process are also more credible and defensible to the general public.

The CBA Screening Process is best conducted with a small group of individuals. To execute the CBA Screening Process, a screening committee was identified from among the STF members. The membership of the screening committee includes representation from the corridor’s communities and the most primary stakeholders. The screening committee was trained on the operation of the CBA Screening Process and participated in three workshops to complete the required two levels of CBA Screening.

8.3 CBA Screening Level I

The first level of alternative screening was tied directly to the corridor goals that were described in **Section 6.2**. The consultant team and the screening committee compared each alternative to the corridor goals and simply asked the question “does it do it.” In other words, does the proposed project or alternative meet the corridor goals? This screened out projects that did not meet the corridor goals and allowed the consultant team to focus their efforts on gathering data and conducting analysis on the remaining projects that were deemed feasible. The results were presented to the STF, TAC, and the public to get their input and approval. The CBA Screening Level I methodology and results are included in **Appendix D**. The

following projects were removed from the overall list of alternatives during CBA Screening Level I.

Intersection

Blue Lakes Boulevard and Heyburn Ave – This intersection was removed because it is part of a different regional travel pattern and is outside of the study area for this project.

Roadway Sections

US 30 – Add rumble strips to the county road approaches at Hankins Road, Eastland Drive, and 3400 East – This project was removed because the proposed improvement will not address deficiencies at any of the proposed intersections. Does not meet AASHTO guidelines.

Local Roads – Add left turn lanes at canal crossings – This project was removed because it was not part of regional travel or connectivity.

Truck Routes

Route 5 – US 93 north to intersection with SH 74, east on SH 74 to South Washington Street, east on 3600 North to Eastland Drive, north to US 30, east on US 30 to SH 50 to I-84 – This route was removed because there are other feasible alternatives with considerably less environmental impacts. Constructing a new bridge across Rock Creek would be more environmentally damaging and cost prohibitive.

Route 7 - US 93 north to Hollister, east on Foothills Road to Rock Creek Road, north to US 30, continuing north to SH 50 Junction, east of Hansen Bridge and I-84 – This alternative was removed because it does not provide connectivity to all corridor communities, is not efficient for regional travel, and does not provide the connections to the Twin Falls commercial/industrial area. There are also greater conflicts with Cottonwood Creek and McMullen Creek drainage and there is Bald Eagle habitat associated with Cottonwood Creek.

Route 8 - US 93 north to Hollister, east on Foothills Road to Blue Lakes Boulevard, north on Blue Lakes Boulevard to US 30, east on US 30 to SH 50 to I-84 – This alternative was removed because it is not an efficient route for regional travel from the west and does not provide the needed connectivity.

Route 10 - US 93 north to intersection with SH 74, east on SH 74 to South Washington Street, north on South Washington Street (SH 74) to Minidoka, east on Minidoka to Kimberly Road (US 30), east on US 30 to SH 50 to I-84 – This alternative was removed because it routes trucks into historic downtown, known historic district. One

of the goals of the truck route was to remove truck traffic from the downtown area as much as possible. There are also geometric limitations at East 5 points intersection that limit this alternative as well.

Route 11 - US 93 north to intersection with 3400 North, east on 3400 North to South

Washington Street, north on South Washington Street, then continue on one of the other feasible routes to connect to US 30 / SH 50 and I-84 – This alternative was removed because it is not an efficient route for regional travel from the west and does not provide the needed connectivity.

9.0 Identification and Screening of Feasible Alternatives

9.1 Feasible Alternatives

The alternatives remaining after the CBA Screening Level I process were determined to be the feasible alternatives. The consultant team then focused their attention to identifying the additional information that would be needed to evaluate each feasible alternative in the CBA Screening Level II process. This information was obtained through site visits and through analysis conducted on readily available detailed data. The feasible intersections and roadway projects were first evaluated to identify if there were deficiencies at the suggested location. These alternatives were evaluated for operational, capacity, geometric, and safety deficiencies. If the consultant team identified deficiencies, measures to correct the identified deficiency were also evaluated. The feasible intersections and roadway projects are as follows:

Intersections

US 30 and 3700 North

US 30 and Locust Street

US 30 and 3100 East (Eastland Drive)

US 30 and 3200 East (Hankins Road)

US 30 and 3400 East

US 30 and SH 50 (Red Cap Corner)

US 30 and Rock Creek Road

SH 50 and 3800 East (Rock Creek Road)

SH 74 and South Washington Street

Blue Lakes Boulevard and Addison Avenue

Addison Avenue and North Washington Street (West 5 Points)

Orchard Drive and South Washington Street

Orchard Drive and Blue Lakes Boulevard

US 30 and Blue Lakes Boulevard (East 5 Points)

Roadway Sections

US 93 – Provide additional passing lanes between SH 74 and Hollister (including a review of the intersections of 3500 North, 3400 North, 3300 North)

US 93 – Improve sight distance between SH 74 and Hollister (including a review of the intersections of 3500 North, 3400 North, 3300 North)

US 93 – Investigate installing center turn lanes through the town of Hollister

US 30 – Evaluate the speed limit between Eastland Drive and the junction of SH 50

US 30 / SH 50 – Install continuous turn lanes at locations that currently do not have them (Kimberly Road to the Hansen Bridge)

SH 50 – Widen the Hansen Bridge from 2 to 4 lanes

The evaluation of the truck routes focused on data that identified the differences between the routes because this was the type of information that would be used in the CBA Screening Level II process. This information allowed the determination and comparison of the advantages of each route. The specifics of the CBA Screening II process are discussed in **Section 9.2**. The feasible truck routes that were considered are shown in **Illustration 3** and include the following:

Route 1 - US 93 north to intersection with SH 74, east on SH 74 to South Washington Street, north on South Washington Street to Orchard Drive, east to Eastland Drive, north to US 30, east on US 30 to SH 50 to I-84

Route 2 - US 93 north to intersection with SH 74, east on SH 74 to South Washington Street, north on South Washington Street to Orchard Drive, east to Hankins Road, north to US 30, east on US 30 to SH 50 to I-84

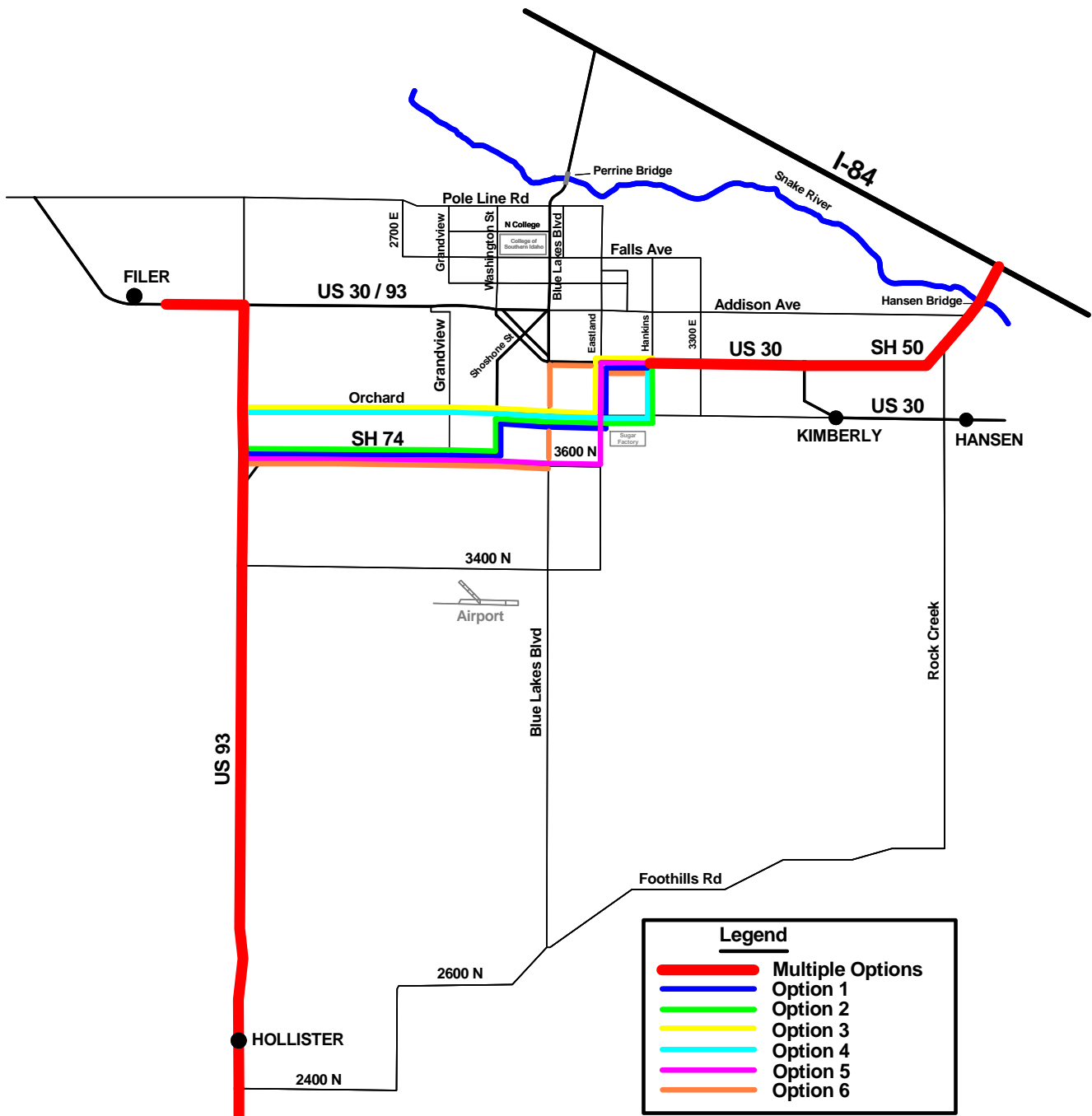
Route 3 - US 93 north to intersection with Orchard Drive, east on Orchard Drive to Eastland Drive, north to US 30, east on US 30 to SH 50 to I-84

Route 4 - US 93 north to intersection with Orchard Drive, east on Orchard Drive to Hankins Road, north to US 30, east on US 30 to SH 50 to I-84

Route 5 - US 93 north to intersection with SH 74, east on SH 74 to South Washington Street, east on 3600 North Road to Eastland Drive, north to US 30, east on US 30 to SH 50 to I-84

Route 6 - US 93 north to intersection with SH 74, east on SH 74 to South Washington Street, east on 3600 North Road to Blue Lakes Boulevard, north on Blue Lakes Boulevard to US 30, east on US 30 to SH 50 to I-84

Illustration 3: Feasible Truck Routes



9.2 CBA Screening Level II

The purpose of the second level of screening was to determine how well each of the feasible alternatives met or achieved the corridor goals. As discussed in **Section 7.3**, CBA Screening Level I only determined if the alternatives met the goals or not. For CBA Screening Level II the consultant team presented the screening committee with more detailed data and analysis for each of the alternatives.

The consultant team presented the screening committee with a description of projects for intersection and roadway sections that were found to have deficiencies based on the analysis and evaluations. The consultant team and screening committee then prioritized these projects based on the deficiencies and planning level cost estimates. Safety deficiencies were given a higher priority than operational deficiencies. Some intersection and roadway sections were determined to have no deficiency, and therefore, no recommendations were made. These locations and the supporting data were presented to the STF, TAC, and screening committee to gain their concurrence that no action was needed at these locations. The specific locations are listed below.

Intersections

US 30 and 3100 East (Eastland Drive) – This location met the level of service standards, had no geometric deficiencies, and had no observed safety deficiencies. No action recommended.

US 30 and 3400 East – This location met the level of service standards and had no observed safety deficiencies. No action recommended. It was noted that installation of traffic signals east or west of this location would help provide better gapping for traffic trying to cross US 30 north and south.

Orchard Drive and Blue Lakes Boulevard – This location met the level of service standards and had no observed safety deficiencies. No action recommended.

Blue Lakes Boulevard and US 30 (East 5 Points Intersection) – This location met the level of service standards, had no geometric deficiencies, and had no observed safety deficiencies. No action recommended.

Roadway Sections

SH 50 – Widen the Hansen Bridge from 2 to 4 lanes – There is no need for additional capacity in the next 20 years based on estimated future traffic volumes using the travel demand model and historic traffic volumes and growth data. No action recommended.

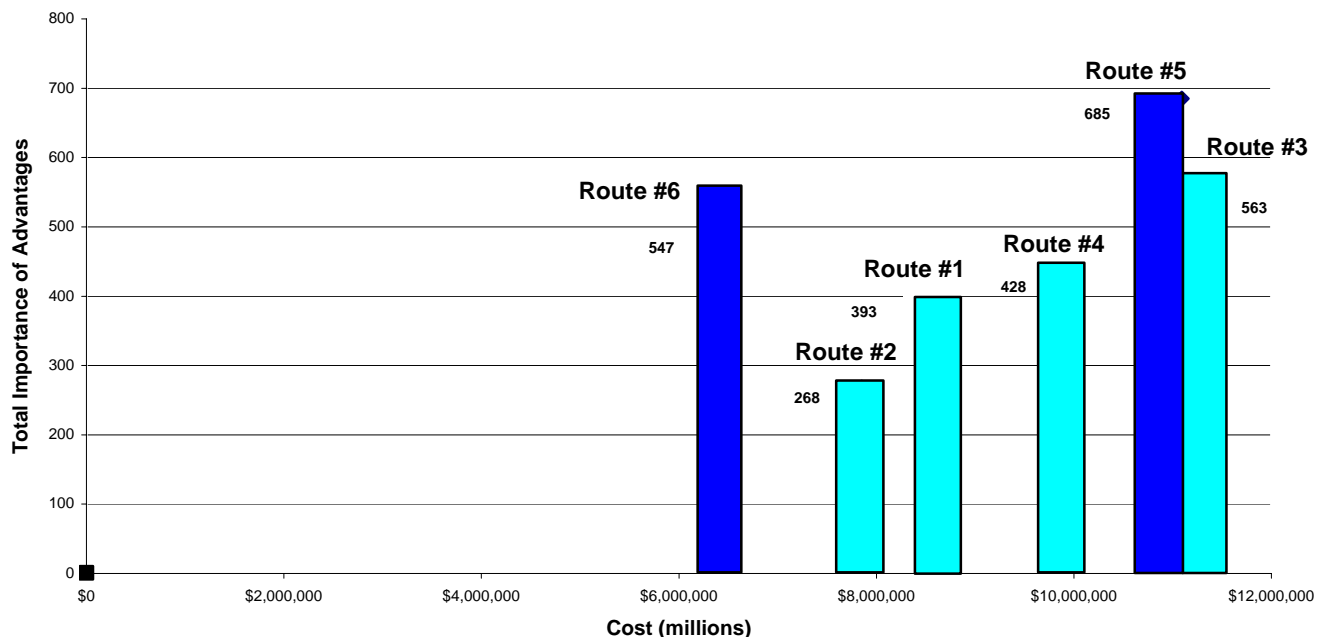
A comparison of the advantages of each feasible truck route alternative was used for CBA Screening Level II. Factors were developed based on the corridor goals. Within each one of these factors there are several attributes, which are the actual measured, calculated, or analyzed data. For example, under the factor of safety, one attribute that the consultant team measured was the number of residences that front the truck route. **Table 9-2** includes the factors and attributes that were used to compare the advantages of the feasible truck route alternatives.

Table 9-2: CBA Screening Level II Factors and Attributes

Factors	Attributes
Connectivity	East to west route length
	North to south route length
	Number of stops (all stop signs and signals traversed)
	Number of turns
Safety	Number of residences that front route
	Number of at-grade crossings
Long Range Planning	Compatibility with future land use
Public Support	Anticipated public acceptance
Farmlands and Supporting Farm Operations	Number of displacements in agricultural zoning
	Acres of developed agriculturally zoned land taken
	Acres of undeveloped agriculturally zoned land taken
	Number of displaced agricultural related businesses
Residential Development	Distance of route in urban/rural residential zoning
	Number of residential displacements in urban/rural residential zoning
Key Natural and Cultural Resources	Number of creeks/streams crossed or adjacent
	Number of historic structures removed
	Number of parcels impacted that have historic homes or farmsteads
	Length of new disturbance to main irrigation system
Environmental Justice Considerations	Number of residential and business displacements in census blocks with high EJ populations
	Distance of route traveling through existing developed residential areas in census block groups with high EJ populations <i>(Shorter distance represents less cumulative effect on community cohesiveness from noise, air, pedestrian safety impacts of traffic in residential areas)</i>
	Distance of route directly serving business and industrial areas within census block groups with high EJ populations <i>(Greater distance represents benefits to these populations)</i>

The differences between the attributes within each factor determined the advantages of each route. The screening committee then compared all the advantages of all the routes and decided the importance of each advantage. Next, the total importance of the advantages for each truck route alternative was compared to the cost for each alternative, as shown in **Illustration 4**. The outcome of this process allowed the screening committee and the STF to identify the most feasible truck route, which had the highest total importance when compared with the most probable level of funding. The CBA Screening Level II results are included in **Appendix D**.

Illustration 4: Truck Route CBA Screening Results



10.0 Identification of Most Feasible Alternatives

Using the CBA Screening Level II, the screening committee developed a prioritized list of roadway and intersection projects and selected a most feasible truck route. The recommendation of the screening committee also included the identification of an “Interim Truck Route.” The results of CBA Screening Level II were also presented to the STF, TAC, and the public to obtain their input and approval. **Table 10-1** summarizes the approved prioritized intersection and roadway projects that were determined to be the most feasible. **Illustration 5** shows the locations of the prioritized intersection and roadway projects.

Table 10-1: Prioritized Intersection and Roadway Projects

Rank	Location	Intersection	Roadway	Recommendation
1	US 30 - from Eastland Dr to SH 50		X	Extend the current 45 mph zone east of Hankins Rd. The speed limit from east of Hankins Rd to east of Red Cap Corner should be reduced to 45 or 50 mph based on input from ITD and local authorities
2	US 30 and Locust	X		Install protected left turn signal phasing on US 30
3	Blue Lakes Blvd and Addison Ave	X		Apply additional signing and striping to add directional clarification for SB and NB approaches. Add an additional signal pole on the end of the SB median to direct thru traffic
4	US 93 - between SH 74 and Hollister		X	Make sight distance improvements (restripe no passing)
5	US 93 - between SH 74 and Hollister		X	Install additional passing lanes
6	US 30 and 3200 East (Hankins Rd)	X		Install a traffic signal in the future, continue to monitor for warrants
7	SH 50		X	Install turning lanes on SH 50 at the intersections of 3600 E and 3700 E*
8	Orchard Dr and S Washington St	X		A traffic signal will be required to provide the desired level of service in the future
9	US 93 - between SH 74 and Hollister		X	Make sight distance improvements (realign vertical curves)
10	SH 50 and 3800 East (Rock Creek Rd)	X		Turn Radius Improvements to accommodate commercial vehicles
11	US 93 and 3700 North	X		Turn Radius Improvements to accommodate commercial vehicles
12	US 30 and SH 50 (Red Cap Corner)	X		A traffic signal will be required to provide the desired level of service in the future
13	US 93 through Hollister		X	ITD will investigate installing center turn lanes
14	US 30 and Rock Creek Rd	X		Turn Radius Improvements to accommodate commercial vehicles
15	SH 74 and S Washington St	X		Increase the eastbound left turning radius to accommodate commercial vehicles
16	Addison Ave and N Washington St	X		Add either 1 additional eastbound left turn lane or 1 additional southbound left turn lane
17	Blue Lakes Blvd and Addison Ave	X		Add 1 additional lane in each direction (EBL, WBL, NBT, SBT, NEL/T)
* A turn lane at 3800 North was previously recommended, but it was removed based on input from the STF, TAC, and a geometric review.				

Illustration 5: Locations of the Prioritized Intersection and Roadway Projects

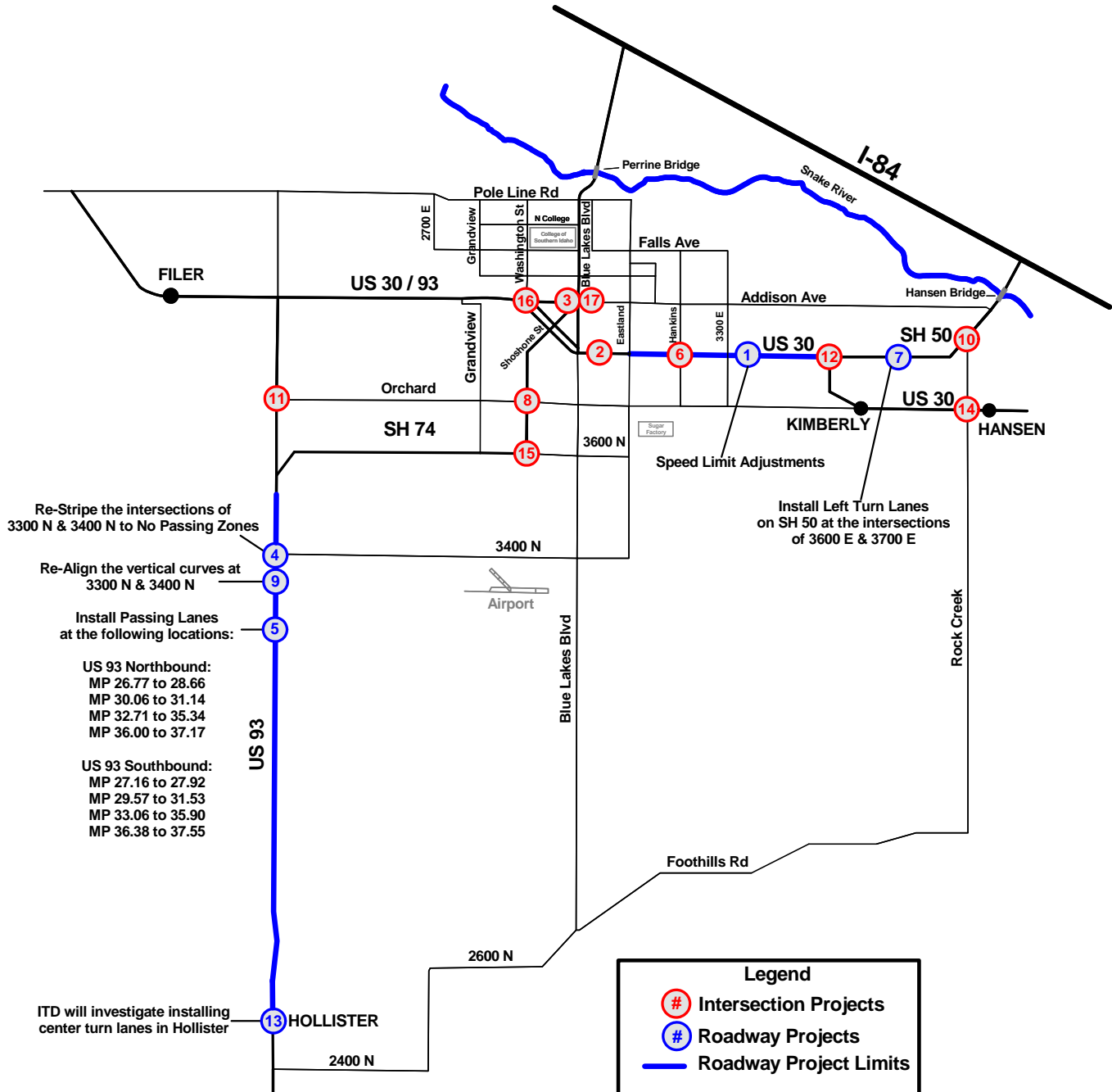


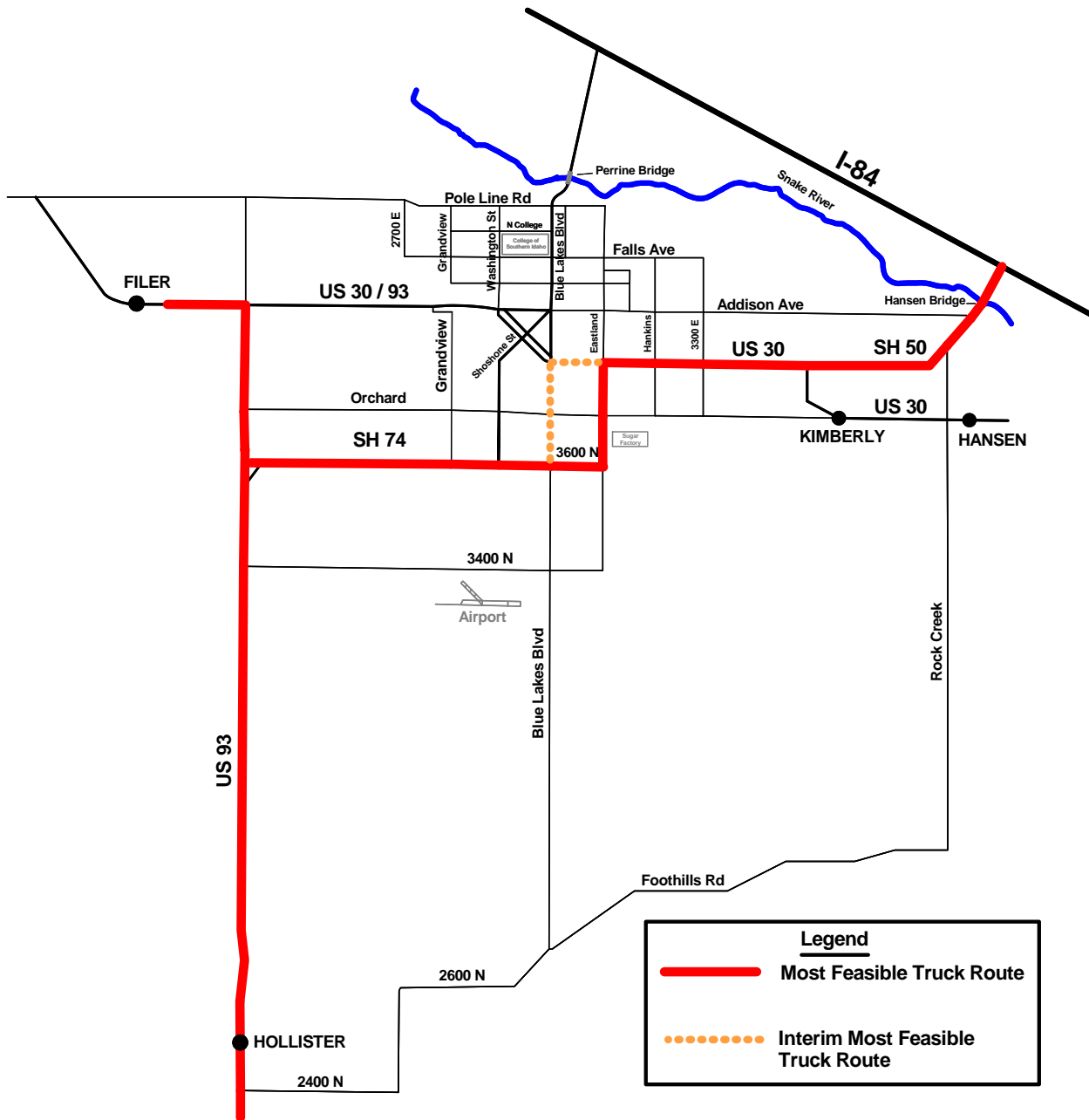
Illustration 6 shows both the most feasible truck route and the “Interim Truck Route.” Route 5, which utilizes Eastland Drive as its north/south connection between SH 74 and Kimberly Road/US 30, was selected as the most feasible truck route. Route 6, which utilizes Blue Lakes Boulevard, was recommended as the “Interim Truck Route.” This recommendation was made because of the high cost and likely long-term schedule for completion of the most feasible truck route. This will get truck traffic off local roads sooner, which will improve the serviceability of those roads for all motorists. The most feasible truck route and interim route are described as follows:

Route 5 (Most Feasible Truck Route) – US 93 north to intersection with SH 74, east on SH 74 to South Washington Street, east on 3600 North to Eastland Drive, north to US 30, east on US 30 to SH 50 to I-84. This route includes several major improvements, particularly along Eastland Drive, to better accommodate commercial truck traffic. Some of these improvements include:

- Improve the grade at the Rock Creek Crossing;
- Improve the intersection of Eastland Drive and Orchard Drive;
- Improve the railroad underpass on Eastland Drive; and
- Improve the pavement condition and shoulder width.

Route 6 (Interim Truck Route) - US 93 north to intersection with SH 74, east on SH 74 to South Washington Street, east on 3600 North Road to Blue Lakes Boulevard, north on Blue Lakes Boulevard to US 30, east on US 30 to SH 50 to I-84.

Illustration 6: Most Feasible and Interim Truck Routes



11.0 Study Recommendations

The following policy recommendations were identified and concurred with as part of the STF/TAC meeting held February 11, 2004:

- Develop and implement an access control plan based on roadway functional classification for all roadways;
- Require developers to preserve setback to accommodate projects included in the Study;
- Develop and implement guidelines for requiring developers to conduct traffic impact studies. Traffic impact studies should be used to determine the impacts and any necessary mitigation on adjacent roadway systems, other nearby developments, and neighborhoods;
- Develop and implement guidelines for requiring developers to complete a fiscal analysis to determine the impacts to city services. For example, currently the Twin Falls requires a fiscal analysis for all developments of 60 acres or more, and having 40 lots or units or more;
- Preserve setback on Hankins Road to allow for potential future roadway development to meet future needs;
- Incorporate the Study's plan recommendations into local community comprehensive plans, street master plans and county comprehensive plans as appropriate; and
- Incorporate bike and pedestrian facilities as appropriate into new transportation system projects.

Any policy changes will need to be approved by the appropriate committees or boards before they are adopted. These policy changes will not be completed as part of this Corridor Study.

12.0 Implementation Strategy

Each of the roadway and intersection projects were assessed in consultation with the STF and TAC to determine the following:

- Lead entity (i.e., ITD, Highway District, the City);
- Estimated time (number of years) until each project should be reviewed;
- Potential action (if initiated and funding is available); and
- Planning level cost estimates.

The results of this assessment are shown in **Table 12-1**. The assessment will assist each of the likely lead entities in determining how the priorities associated with this corridor Study fit with other priorities each entity is responsible for.

Table 12-1: Prioritized Project Implementation

Rank	Location	Project Description	Lead Entity	Review and Potential Action (funding dependent)	Cost Estimate
1	US 30 - from Eastland to SH 50	Reduce the Speed Limit	ITD w/City input	Yr. 1	\$5,000
2	US 30 & Locust	Install left turn signals on US 30	ITD / City of TF	Yr. 2-3	\$25,000
3	Blue Lakes Blvd & Addison Ave	Additional Signing and Striping & a Signal Pole on Median	City of TF	Yr. 1	Sign & Stripe \$5,000 Signal Pole \$25,000
4	US 93 - between SH 74 and Hollister	No Passing Zone at 3300 N and 3400 N	ITD	Yr. 1	\$10,000
5	US 93 - between SH 74 and Hollister	Construct additional passing lanes at the locations listed below: NB mile 26.77 to 28.66 NB mile 30.06 to 31.14 NB mile 32.71 to 35.34 SB mile 27.16 to 27.92 SB mile 29.57 to 31.53 SB mile 33.06 to 35.90 SB mile 36.38 to 37.55	ITD	Yr. 2-5	\$4,000,000 total \$610,000 \$400,000 \$810,000 \$280,000 \$630,000 \$850,000 \$420,000
6	US 30 & 3200 East (Hankins Rd)	Install a traffic signal in the future	ITD w/City input	Yr. 2-5	\$200,000
7	SH 50	Turn lanes at 3600 E and 3700 E*	ITD w/Hwy Dist input	Yr. 2-5	\$750,000
8	Orchard Rd & S Washington St	Install a traffic signal in the future	ITD w/City of Twin Falls	Yr. 5-10	\$200,000
9	US 93 - between SH 74 and Hollister	Correct vertical sight deficiencies south of 3400 N and 3300 N	ITD	Yr. 5-10	2@ \$180,000 Each
10	SH 50 & 3800 E (Rock Creek Rd)	Widen intersection to improve turning	ITD/TFHD	Yr. 5-10	\$30,000
11	US 93 & 3700 North	Widen intersection to improve turning	ITD/FilerHD	Yr. 5-10	\$30,000
12	US 30 & SH 50 (Red Cap Corner)	Install a traffic signal in the future	ITD	Yr. 3-5	\$200,000
13	US 93 through Hollister	Investigate Adding center turn lanes	ITD	Yr. 1-2	To Be Determined
14	US 30 & Rock Creek Rd	Widen intersection to improve turning	ITD/Hansen	Yr. 2-5	\$30,000
15	SH 74 & South Washington St	Widen intersection to improve turning	ITD/City of TF	Yr. 7-10	\$15,000
16	Addison Ave & N Washington St	Add an additional turn lane	City of TF	Yr. 7-10	\$500,000
17	Blue Lakes Blvd & Addison Ave	Add 1 additional lane in each direction	ITD/City of TF	Yr. 7-10	\$1,500,000

* A turn lane at 3800 North was previously recommended, but it was removed based on input from the STF, TAC, and a geometric review.

A likely implementation plan for the Most Feasible Truck Route was also developed in consultation with the STF and TAC. The initial action planned for implementing the Most Feasible Truck Route is to initiate the NEPA process and develop the environmental document for the entire route (from the junction of US-93 to the junction with US-30). Once this document is approved, individual projects can be constructed as funding permits. The implementation plan outlined in **Table 12-2** focuses first on the elements that currently inhibit trucks from choosing this route. Throughout the study process, the Rock Creek Crossing and the intersection of 3600 North and Orchard have been identified as problem areas for trucks. A brief description of the primary improvements associated with each priority is also provided in this table. Lead agencies have been identified, as well as right-of-way and total cost to implement each priority. This information will assist each of the lead agencies to determine how the priorities associated with implementing the most feasible truck route fits with other priorities each entity is responsible for.

Table 12-2: Priorities Associated with Implementing the Most Feasible Truck Route

Overall Priority	Roadway Segment	From	To	Segment Length	Project Description	Right-of-Way Cost (Millions)	Total Cost (Millions)	Lead Agency
1	Most Feasible Truck Route	Junction of US 93	Junction of US 30	9 Miles	Environmental Document (cost assumes an Environmental Assessment)	N/A	0.9	ITD
2	Eastland Dr	3600 N	Orchard Dr	1 Mile	Reconstruct, improvements at the intersections of 3600 N and Orchard, improvements to the crossing at Rock Creek	0.06	2.2	TFHD
3	Eastland Dr	Orchard	US 30	1 Mile	Reconstruct, improvements at 1 at-grade RR crossing, replacement of RR overpass	0.03	3.7	City of TF
4	3600 N	Blue Lakes Blvd	Eastland Dr	1 Mile	Reconstruct, improvements at 1 canal crossing	0.05	0.9	TFHD
5	3600 N	South Washington	Blue Lakes Blvd	1 Mile	Reconstruct, improvements at 1 canal crossing	1.4	2.3	TFHD / Twin Falls
6	SH 74	US 93	South Washington	5 Miles	Widening for shoulders, 2 pipe and culvert extensions, improvements at intersection of US 93	0.7	2	ITD

The STF and TAC were in agreement that funding should be devoted to implementing the Most Feasible Truck Route, rather than investing funds into making improvements for the Interim Truck Route. **Table 12-3** outlines the implementation steps, which consist of several action items, that will need to be conducted to implement the prioritized list of roadway and intersection projects, as well as the Interim and Most Feasible Truck Routes. The recommended timing of these action items and resources that will be needed, as well as responsible parties, are identified to assist in coordinating these actions.

Table 12-3: Implementation Steps

Action	Responsibility	Timing	Resources
Plan Adoption: Present the plan to respective councils, commissions and boards for review and formal adoption	STF City Council members, Mayors, Co. Commissioner, Planning and Zoning Administrators, GTFATC representatives, etc.	Within 90 days following completion of plan	None
Project Planning: Project Planning/Coordination meeting to review projects list, identify project lead and potential timing for project development (<i>see attached project list with proposed lead identified</i>)	ITD to call meeting: Attendees: ITD – Bob Humphrey TFHD – Dave Burgess City – Gary Young/ Glenda Thompson Filer HD / Hansen	Within 90 days following completion of plan, revisit each year	None
Truck Route Project Organization: Initial meeting to identify implementation interim route and roles for the environmental process and identify how funds will be secured to complete Preliminary Engineering for the entire route.	City to call meeting: Attendees: ITD – Bob Humphrey TFHD – Dave Burgess City – Gary Young/ Glenda Thompson	Within 90 days of completion of plan	None
Truck Route Project Implementation: Meeting to discuss funding sources to implement Preferred Alternative determined by the NEPA document for the Truck Route.	City of Twin Falls to call meeting. Attendees: ITD – Bob Humphrey TFHD – Dave Burgess City – Gary Young/ Glenda Thompson	Concurrent with NEPA	None
Policy Review: Review existing City and County P/Z policies and ordinances for possible changes to support plan implementation recommendations. Develop recommendation for changes for consideration by respective councils and commissions	TF County P/Z Director TF City P/Z Director Hollister, Kimberly, Hansen, and respective commissions	Within 90 days following completion of plan	None

Table 12-3: Implementation Steps (Continued)

Action	Responsibility	Timing	Resources
Policy / Ordinance Changes: Council/Commission to act on recommendations for changes to policies and ordinances from P/Z Commissions	TF City Council TF County TF Highway District	Within 180 days following completion of plan	None
Truck Route Information / Promotion: Develop written route information including map for distribution to truckers and local businesses to educate truckers on designated truck route location and use	City of Twin Falls with business and Chamber support, Twin Falls County	When interim route is ready for use and permanent route is completed and ready for designation / use	City / County funds / TF Highway District funds/ in-house development
Annual plan implementation session: Discuss project implementation schedules, funding requirements, identify lead entities and required actions	Affected parties – meeting called / coordinated by GTFATC	January each year	None
Project Development: Pursue required steps for individual project development, including NEPA, Preliminary Engineering, Right of Way Acquisition, Design and Construction	Affected parties / partners – City of Twin Falls, ITD, TF Highway District and others as appropriate	To support agreed project development implementation schedules	As required for matching funds and overall project development costs

13.0 Comments on the Draft Corridor Plan

The Draft Corridor Plan was available for comment between March 19, 2004 and April 19, 2004. The Draft Corridor Plan was posted to the project website and circulated to the STF and TAC members. Other interested parties were notified of the Draft Corridor Plan's availability through Newsletter No. 4, which was sent to the project mailing list.

One letter was received on April 30, 2004 from IDFG regarding wildlife issues. **Section 5.4** and the IDFG letter (located at the end of **Appendix B**) provide further details regarding wildlife. The GTFATC provided their prioritized list of projects, which is consistent with the recommendations of the Corridor Plan (also included at the end of **Appendix B**). In addition, on April 5, 2004, the Draft Corridor Plan was discussed at the fifth Public Workshop. Those present at this meeting expressed strong support for the Draft Corridor Plan, its recommendations, and conclusions. The group also voiced appreciation for the process. Specific comments were noted as follows:

- US 30 businesses have expressed concern about providing and maintaining safe access to their business properties – verify that the corridor plan takes these needs into consideration.
- Speed reduction on US 30 is still a concern and speed limit enforcement is important.
- Hankins Road traffic signal is needed and should be advanced as soon as possible.
- The center turn lane on US 30 will be needed further east, eventually to Red Cap Corner.
- Red Cap Corner traffic signal is needed and should be advanced as soon as possible.
- Specific to the truck route, the Eastland Avenue / 3600 North intersection will need widening to accommodate use by trucks – trucks are now frequently entering the ditch while attempting to make the turn.
- Specific to the truck route, the Eastland Avenue / Orchard Avenue intersection will need turn lanes to meet increased demand and to effectively function as a truck route.

While these comments do not change the recommendations, they should be further considered as projects advance into design.